

DOMINION OF CANADA

---

REPORT

OF THE

DEPARTMENT OF TRADE AND COMMERCE

FOR THE

FISCAL YEAR ENDING MARCH 31,

1916

---

PART VI

---

SUBSIDIZED STEAMSHIP SERVICES

WITH STATISTICS SHOWING STEAMSHIP TRAFFIC TO DECEMBER  
31, 1916, AND ESTIMATES FOR FISCAL YEAR 1917-18.

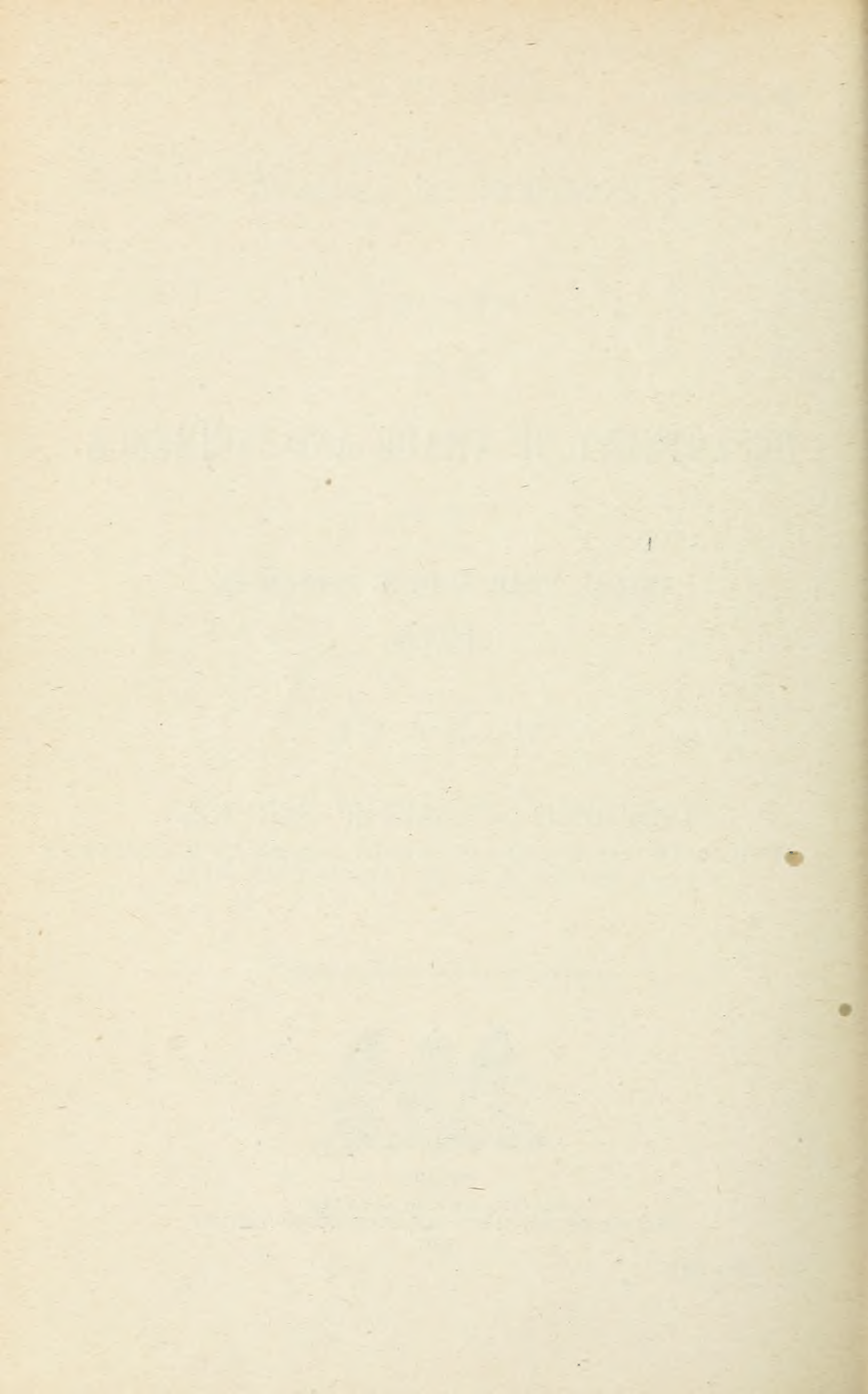
*PRINTED BY ORDER OF PARLIAMENT*



OTTAWA

PRINTED BY J. DE L. TACHE,  
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY  
1917







EXPLANATION OF ESTIMATES for the year ending March 31, 1918, as compared with those for the year ending March 31, 1917, with statements of services rendered and expenditures to December 31, 1916, on account of Mail Subsidies and Steamship Subventions.

### XVIII.—MAIL SUBSIDIES AND STEAMSHIP SUBVENTIONS.

Amount to be voted. . . . . \$2,630,734 00

Page No.	Vote No.		1916-17.	1917-18.
		ATLANTIC OCEAN.	\$ cts.	\$ cts.
5	147	Annapolis, London or Hull.....	5,000 00	5,000 00
6	148	Canadian Atlantic ports and Australia and New Zealand.....	140,000 00	140,000 00
8	149	Canada and Great Britain.....	1,000,000 00	1,000,000 00
12	150	Canada and Cuba.....	25,000 00	25,000 00
13	151	Canada and Newfoundland.....	70,000 00	70,000 00
15	152	Canada, the West Indies and South America.....	340,666 66	340,666 66
19	153	Canada and South Africa.....	146,000 00	146,000 00
21	154	Halifax, St. John's, Nfld. and Liverpool.....	20,000 00	20,000 00
24	155	Montreal, Quebec and Manchester (in summer) and St. John, Halifax and Manchester (in winter).....	35,000 00	35,000 00
26	156	St. John, Dublin and Belfast (winter).....	7,500 00	7,500 00
28	157	St. John and Glasgow (winter).....	15,000 00	15,000 00
30	158	St. John, Halifax and London (winter).....	15,000 00	15,000 00
32	159	St. John, Halifax and London.....	25,000 00	25,000 00
		PACIFIC OCEAN.		
37	160	Canada, Australia or New Zealand, or both (Pacific).....	180,509 00	180,509 00
40	161	Canada, China and Japan.....	253,333 34	253,333 34
42	162	Prince Rupert and Queen Charlotte Islands.....	16,000 00	16,000 00
44	163	Victoria and San Francisco.....	3,000 00	3,000 00
45	164	Victoria, Vancouver and Skagway.....	12,500 00	12,500 00
47	165	Victoria and West Coast Vancouver Island.....	5,000 00	5,000 00
49	166	Vancouver and Northern ports of British Columbia.....	16,800 00	16,800 00
		LOCAL SERVICES.		
55	167	Baddeck and Iona.....	5,825 00	5,825 00
56	168	Charlottetown, Victoria and Holliday's Wharf.....	2,500 00	2,500 00
57	169	Froude's Point and Lockeport, N.S.....	600 00	600 00
58	170	Gaspé Basin and Dalhousie or Campbellton.....	15,000 00	15,000 00
60	171	Grand Manan and the mainland.....	10,000 00	10,000 00
61	172	Halifax and Canso and Guysboro.....	5,000 00	5,000 00
63	173	Halifax and Newfoundland <i>via</i> Cape Breton ports.....	10,000 00	10,000 00
65	174	Halifax, Mahone Bay, Tancook Island and La Have River.....	4,000 00	4,000 00
66	175	Halifax and Spry Bay.....	4,000 00	4,000 00
68	176	Halifax, South Cape Breton and Bras d'Or Lakes.....	6,000 00	6,000 00
70	177	Halifax and West Coast Cape Breton.....	4,000 00	4,000 00
71	178	Halifax and Sherbrooke.....	2,000 00	2,000 00
72	179	Kenora and Fort Frances.....	8,000 00	8,000 00
73	180	Mainland and Magdalen Islands.....	18,000 00	18,000 00
75	181	Mulgrave and Canso.....	6,500 00	6,500 00
76	182	Mulgrave and Guysboro.....	5,500 00	5,500 00
78	183	Newcastle, Neguac and Escuminac, Miramichi River and Bay.....	2,500 00	2,500 00
79	184	Pelee Island and the Mainland.....	8,000 00	8,000 00
82	185	Petit de Grat and I.C.R. terminus at Mulgrave.....	7,000 00	7,000 00
83	186	Petitcodiac River, Moncton and way ports.....	2,500 00	2,500 00
84	187	Pictou, Montague, Murray Harbour and Georgetown.....	6,000 00	6,000 00
86	188	Pictou, New Glasgow, Antigonish County and Mulgrave.....	1,000 00	1,000 00
87	189	Pictou, Mulgrave and Cheticamp.....	7,500 00	7,500 00
89	190	Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain... ..	6,500 00	6,500 00
90	191	Prince Edward Island, Cape Breton and Newfoundland.....	16,500 00	20,000 00



EXPLANATION OF ESTIMATES for the year ending March 31, 1918—*Continued.*

Page No.	Vote No.		1916-17.	1917-18.
		LOCAL SERVICES— <i>Concluded.</i>	\$ cts.	\$ cts.
92	192	Quebec and Harrington.....	28,000 00	28,000 00
94	193	Quebec and Gaspé Basin.....	8,500 00	8,500 00
96	194	Quebec and Isle of Orleans.....	4,500 00	4,500 00
97	195	Riviere du Loup, Tadousac and North Shore ports.....	6,000 00	6,000 00
99	196	Riviere du Loup, Tadousac and St. Lawrence ports (winter)....	8,000 00	8,000 00
100	197	St. Catharines' Bay and Tadousac.....	3,500 00	3,500 00
101	198	St. John and Cumberland Basin.....	3,000 00	3,000 00
103	199	St. John and St. Andrew's, N.B.....	4,000 00	4,000 00
104	200	St. John and Bridgetown.....	2,500 00	2,500 00
105	201	St. John and Digby.....	20,000 00	20,000 00
107	202	St. John, Digby, Annapolis and Granville.....	2,000 00	2,000 00
108	203	St. John, Bay of Fundy and Minas Basin.....	8,000 00	8,000 00
110	204	St. John, Westport and Yarmouth.....	10,000 00	10,000 00
112	205	St. Stephen, N. B., St. Croix River, Deer Island and Campo- bello.....	6,000 00	6,000 00
114	206	Sydney and Bay St. Lawrence.....	6,000 00	6,000 00
116	207	Sydney and Whycocomagh.....	3,000 00	3,000 00
117	208	Sydney and East Coast Cape Breton.....	5,500 00	5,500 00
119	209	Expenses of supervision.....	3,000 00	3,000 00
		Appropriation for 1916-17 not required for 1917-18.....	12,500 00	
			2,639,734 00	2,630,734 00
		AUTHORIZED BY STATUTE.		
40		Canada, China and Japan (1-2 Geo. V, Chap. 25).....	121,666 66	121,666 66
119		Canada and France (8-9 Ed. VII, Chap. 36).....	200,000 00	200,000 00
			2,961,400 66	2,952,400 66



SESSIONAL PAPER No. 10e

## ATLANTIC OCEAN SERVICES

ANNAPOLIS AND LONDON OR HULL, ENGLAND, OR BOTH.

THE UNITED FRUIT COMPANIES, LTD., OF NOVA SCOTIA.

Contract No. 38.

T. &amp; C. File No. 14120.

*Vote 147.—Steam Service between Annapolis and London or Hull, England, or both—*

1916-17.. . . . .	\$5,000 -
1917-18.. . . . .	\$5,000

*Contractors.*—The United Fruit Companies, Ltd., of Nova Scotia, of Berwick, N.S.*Contract Dated.*—July 24, 1913.*Duration of Contract.*—October, 1913, to March 31, 1914. (This contract has not been renewed.)*Service.*—First steamer to leave Annapolis Royal prior to October 30, 1913. Not more than five voyages to be run.*Ports of Call.*—Annapolis and Digby, N.S., and London or Hull, and also any foreign ports permitted by the minister from time to time.*Speed Required.*—Not less than 10 knots.*Carriage of Fruit.*—The fruit or other perishable produce shipped on each voyage must be delivered at the port of destination in good and satisfactory condition as far as proper stowage and ventilation are concerned.*Subsidy.*—\$1,000 per voyage.*Mails.*—Not required to carry mails.*Distance.*—Annapolis to Hull, 3,250 miles.

## TRAFFIC RETURNS.

Calendar Year.	Number of Trips Run	Passengers Carried.	Freight Carried.	Subsidy Paid.
				\$
1908.....	2	Nil.	16,908 barrels of apples	2,000
1909.....	3	Nil.	27,398 barrels and 547 boxes apples.	3,000
1910.....	1	Nil.	11,634 barrels and 150 boxes apples.	1,000
1911.....	2	1	17,578 barrels of apples	2,000
1912.....	No service was performed.			Nil.
1913.....	No service was performed.			Nil.
1914.....	4	Nil.	35,125 barrels of apples	*4,000
1915.....	No service was performed.			
1916.....	No service was performed			

From 1908 to 1911 inclusive this service was performed by the Acadia S.S. Co., of Annapolis Royal, N.S.

\* Paid for 4 trips from Halifax to Liverpool or Glasgow under authority of Order in Council dated March 31, 1915.



7 GEORGE V, A. 1917

CANADIAN ATLANTIC PORTS AND AUSTRALIA AND NEW ZEALAND.

NEW ZEALAND SHIPPING CO., LTD.

Contract No. 46.  
T. & C. File No. 15928.

*Vote 148.—Steam service between Canadian Atlantic ports and Australia and New Zealand—*

1916-17.. . . . .	\$140,000
1917-18.. . . . .	\$140,000

*Contractors.*—New Zealand Shipping Co., Ltd., of New Zealand. (Canadian address: 213 Board of Trade building, Montreal, Que.)

*Contract Dated.*—October 15, 1913.

*Duration of Contract.*—Close of navigation on the St. Lawrence in 1913, to the corresponding time in 1915. The service has since been continued under Orders in Council dated March 24, 1916, July 13, 1916, October 19, 1916, and December 14, 1916.

*Service.*—Monthly, sailing on or about the 20th day of each month.

*Ports of Call.*—(a) During the season of open navigation on the St. Lawrence, from Montreal to the ports, or any three of the ports, of Auckland, Wellington, Lyttleton and Dunedin, N.Z., and the ports of Melbourne and Sydney, Aus., calling at such other ports in New Zealand or Australia as the contractors may desire.  
(b) During the season of closed navigation on the St. Lawrence, from St. John, N.B., calling at Halifax, and thence proceeding to the ports in New Zealand and Australia mentioned in paragraph (a).

*Speed and Capacity Required.*—10 knots, each ship to be capable of carrying 7,500 tons at 40 cubic feet to the ton.

*Subsidy.*—\$140,000 per annum, payable in monthly instalments of \$11,666.66. Under recent Orders in Council the subsidy is \$11,666.66 per voyage as a temporary arrangement.

*Cold storage.*—Steamers to be fitted with reasonable cold storage accommodation should occasion warrant.

*Deduction for Short Cargo.*—An average cargo of 5,000 tons on each monthly trip is to be carried throughout the year; and \$2 is to be deducted from the subsidy at the end of each year for every ton short of the total measurement or weight which should have been carried upon such number of sailings as may have been performed, based upon the said 5,000 tons per voyage.

*Mails.*—To be carried free.  
*Trade Commissioners.*—To be carried free.  
*Intercolonial Railway Clause.*—Included.

DISTANCES.

	Miles.
St. John to Melbourne.. . . . .	12,435
Halifax to Melbourne.. . . . .	12,250
Montreal to Melbourne.. . . . .	12,895
Melbourne to Sydney.. . . . .	575
Sydney to Auckland.. . . . .	1,275
Auckland to Wellington.. . . . .	555
Wellington to Lyttleton.. . . . .	175
Lyttleton to Dunedin.. . . . .	181
Distance between terminal ports—Summer.. . . . .	15,656
Winter.. . . . .	15,303



SESSIONAL PAPER No. 10e

## DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger accommodation.	Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In.	Of.
	Ft.	Ft.	Ft.					Cu. ft.		Knots			
Karamea....	420	54	28.6	3,553	5,564	5,600	20	.....	505	12	Newcastle....	1899	Steel.
Pakeha.....	477.5	63.1	31.3	5,055	7,899	10,600	Nil.	322,520	854	12	Belfast.....	1910	Steel.
Kaikoura....	460	58.2	30.9	5,671	8,697	10,460	Nil.	288,929	918	12	Glasgow.....	1903	Steel.
Booral.....	385	50.1	19.3	2,733	4,322	7,100	Nil.	Nil.	492	11	Newcastle....	1905	Steel.
Ara'uen.....	420	55.1	20.5	3,533	5,513	8,569	Nil.	Nil.	494	11	"	1901	Steel.
Dongarra....	422	55	20.5	3,554	5,553	8,769	Nil.	Nil.	505	11	Flensburg....	1906	Steel.
Parattah....	375.6	48.7	27.3	2,628	4,196	6,500	Nil.	Nil.	400	11	"	1904	Steel.
Waimate....	420	54	28.6	3,629	5,610	9,495	12	221,280	600	11	Hebburn.....	1896	Steel.
Whakatane..	420	54	28.7	3,686	5,754	8,775	Nil.	221,000	491	10½	Newcastle....	1900	Steel.

## TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.	FREIGHT CARRIED (OUTWARDS).		Live Stock.	Mails.	Subsidy Paid.
			Weight.	Measurement.			
			Tons.	Tons.			\$ cts.
1910.	8	Nil.	11,458	45,014	Nil.	Nil.	80,000 00
1911.	12	1	12,304	73,640	Nil.	Nil.	120,000 00
1912.	12	15	18,011	75,201	10	Nil.	120,000 00
1913.	12	3	10,901	69,792	24	Nil.	121,666 66
1914.	12	Nil.	44,245	74,569	Nil.	Nil.	140,000 00
1915.	10	1	29,024	64,234	Nil.	Nil.	116,666 66
1916.	7	Nil.	19,738	46,820	Nil.	Nil.	81,666 62

No Inward passengers or cargo are carried.

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			WEST INDIAN AND NEWFOUNDLAND ORIGIN.			TOTAL.		
	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.
			\$			\$			\$			\$
1912.....	2,791	71,232	2,970,284	15,067	3,966	881,859	148	3	37,617	18,016	75,201	3,889,760
1913.....	4,170	59,515	3,364,605	6,661	10,200	1,150,674	70	77	40,888	10,901	69,792	4,556,167
1914.....	44,097	68,265	4,621,301	96	6,287	960,713	52	17	26,435	44,245	74,569	5,608,449
1915.....	28,184	60,133	4,591,310	634	4,053	698,363	206	48	130,555	29,024	64,234	5,420,228
1916.....	19,125	33,350	3,668,739	371	13,461	2,019,011	242	9	118,436	19,738	46,820	5,806,186



7 GEORGE V, A. 1917

## PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Lumber, automobiles and parts thereof, calcium carbide, chair stock, paper, sole leather, agricultural implements, rubbers, iron pipe, hardware, cattle, clothes pins, seed, fruit jars, corsets, cereal foods, wire, steel rails and organs.

*Of United States Origin.*—Cereal foods, machinery, automobiles and parts thereof, steel rails, organs, lumber, fruit jars, roofing paper, shoe polish, wire and sewing machines.

*Of West Indian Origin.*—Coffee, cocoa, pimento, ginger and cassava products.

## CANADA AND GREAT BRITAIN.

Contract No. 1.

T. & C. File 17143.

## THE CANADIAN PACIFIC OCEAN SERVICES, LTD.

*Vote 149.*—Ocean and mail service between Great Britain and Canada.

1916-17.. . . . .	\$1,000,000
1917-18.. . . . .	\$1,000,000

*Contractors.*—The Canadian Pacific Ocean Services, Limited, Montreal, Que.

*Contract dated.*—December 13, 1916.

*Duration of contract.*—From the close of navigation on the St. Lawrence, 1916, until the opening of navigation in 1917.

*Service.*—Making one full round trip each week, or such less number of trips as may be approved by the Minister.

*Ports of call.*—

1. In Canada—Quebec or Montreal in summer, and St. John or Halifax in winter, at the option of the contractors.
2. In Great Britain—Liverpool; though the ports of Glasgow or London may be substituted with the approval of the Minister.

*Mails.*—To be carried free. The maximum quantity of mail matter shall not exceed 25,000 cubic feet per single trip; but if the mail matter should exceed this space, the contractors shall be paid for each additional cubic foot a sum proportionate to the sum allowed for the 25,000 cubic feet carried on that particular trip.

The contractors shall also convey between Great Britain and Canada such other mails as may be tendered to them by the proper Postal Authorities to and from Canada, more particularly described in the Canada, China and Japan mail contract, (see page 40), subject however to the same terms and conditions as heretofore mentioned relating to maximum stowage space.

*Speed required.*—All steamers are to run at their best available speed. It is understood that their respective rates of speed are as follows:—



## SESSIONAL PAPER No. 10e

	Knots.
<i>Metagama</i> .. . . .	16
<i>Pretorian</i> .. . . .	13
<i>Grampian</i> .. . . .	15
<i>Missanable</i> .. . . .	16
<i>Scandinavian</i> .. . . .	16
<i>Scotian</i> .. . . .	14
<i>Corsican</i> .. . . .	15

Should any of the steamships owned by the contractors, and named in the Canada—Great Britain Steamship Service contract dated May 7, 1914, be released by H.B.M. Admiralty, each of such steamships shall, as soon as possible, be used to replace one of the steamships named in the above schedule.

*Subsidy*.—\$11,363.63 for each round voyage, up to a maximum mail stowage space of 25,000 cubic feet, and proportionately for every additional cubic foot.

*Cold storage*.—The handling, loading, stowing and unloading of any fruit, butter, cheese, meats or other perishable products shall be subject to and under the supervision of a cargo inspector appointed for the purpose by the Minister of Agriculture, Ottawa.

*Passenger and Freight Rates*.—Passenger fares and freight rates from Canada to ports in the United Kingdom are not to exceed the rates from New York to the same ports on vessels of similar class. There must be no discrimination against Canadian merchants or shippers, or against immigrants to Canada, or against any Canadian port.

*Intercolonial Railway Clause*.—Not included.

*Canadian Trade Commissioners*.—To be carried free.

## DISTANCES.

	Miles.
Montreal to Quebec .. . . .	139
Quebec to Rimouski.. . . .	183
Rimouski to Liverpool (via Belle Isle).. . . .	2,438
Rimouski to Liverpool (via Cape Race).. . . .	2,638
St. John to Halifax.. . . .	292
Halifax to Liverpool.. . . .	2,595



7 GEORGE V, A. 1917

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F.					
Missanabie....	500.6	64.2	37.9	7,727	12,469	8,000	Nil.	520	1200	46,070	725	15½	Whiteinch...	1914	Steel.
Metagama....	500.6	64.2	37.9	7,727	12,469	8,000	Nil.	520	1200	46,070	725	15½	Whiteinch...	1914	Steel.
Corsican.....	500.3	61.2	38.0	7,272	11,419	6,000	150	300	1300	24,270	1440	15	Whiteinch...	1907	Steel.
Grampian.....	485.7	60.2	38.1	7,033	10,947	6,100	150	250	1000	23,320	1262	15	Linthouse....	1907	Steel.
Pretorian.....	436.9	53.1	29.7	4,855	7,654	7,500	.....	.....	.....	7,326	799	13	Hartlepool...	1901	Steel.
Scandinavian..	550.3	59.3	43.9	7,730	12,099	8,158	Nil.	500	720	19,688	1313	16	Belfast.....	1898	Steel.
Scotian.....	515.3	59.8	23.8	6,442	10,322	4,856	Nil.	406	1012	20,715	1126	15	Belfast.....	1898	Steel.

TRAFFIC RETURNS.

Calendar Year.		No. of round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live stock.	Mails.		Subsidy Paid.
								\$    cts.
1907			60,395	162,489	.....	Not Stated.		555,432 47
1908			78,117	235,426	.....	Lock Bags	Tied Sacks.	578,447 12
1909			72,787	282,859	738	77,638	59,345	582,713 58
1910			86,920	256,542	.....	110,450	51,285	584,233 60
1911		52	88,645	257,509	Nil.	139,207	54,194	560,225 50
1912		52	98,260	312,867	.....	168,791	66,689	549,168 44
1913		117½	191,688	610,348	.....	255,838	88,614	855,721 00
1914		107	147,717	439,325	Nil.	217,204	102,625	724,147 90
1915		59½	91,940	353,845	Nil.	218,367	69,639	449,685 01
1916	C. P. Ocean Services, Ltd..							
	In.....	} 54 {	23,231	107,692	Nil.	114,942	74,452	259,619 88
	Out.....		49,758	221,674	Nil.	90,585	84,715	(to Sept. 30)
	Total.....		72,989	329,366	Nil.	205,527	159,167	
	Oceanic S. N. Co.....							
	In.....	} 1 {	Nil.	Nil.	Nil.	Nil.	Nil.	
	Out.....		576	9,654	Nil.	15,891	772	5,291 00
	Total.....		576	9,654	Nil.	15,891	772	
	Grand total.....	55	73,565	339,020	Nil.	221,418	159,939	264,910 88



## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

[illegible]



7 GEORGE V, A. 1917

PRINCIPAL ARTICLES EXPORTED.

BY C. P. OCEAN SERVICES, LTD.

*Of Canadian Origin.*—Asbestos, copper-nickel matte, silver ore, silver ingots, aluminum ingots, lumber, meats, leather, cheese, wheat, flour, oatmeal, apples, zinc dross, sal ammoniac skimmings, raw furs, scrap brass, pulpboard, wool, salmon, rags, bacon, hay, organs and parts thereof, agricultural implements, acetate of lime and linseed cake.

*Of United States Origin.*—Meats, lard, cereal foods, evaporated plums, doors, wheelbarrows, canned crabs, provisions, washboards and dressed poultry.

BY OCEANIC STEAM NAVIGATION CO., LTD.

*Of Canadian Origin.*—Silver ingots, raw furs, wheat, flaxseed, cheese, frozen salmon, lumber, oatmeal, rolled oats, flour, bacon and ham, organs, rags, leather, oil cake meal, paper, fruit, hay and wood handles.

*Of United States Origin.*—Meats and lard.

CANADA AND CUBA.

ELDER, DEMPSTER AND CO., LTD.

Contract No. 43.  
T. & C. File No. 13213.

*Vote 150.—Steam Service between Canada and Cuba—*

1916-17.. . . .	\$25,000
1917-18.. . . .	\$25,000

*Contractors.*—Elder, Dempster & Co., Ltd., of Liverpool, Eng. (Canadian address: 318 Board of Trade building, Montreal, Que.)

*Contract Dated.*—May 10, 1912.

*Duration of Contract.*—May, 1912, to March 31, 1913. (The contract has not been renewed.)

*Service.*—Monthly.

*Ports of Call.*—St. John, N.B., and Havana, Cuba. Contractors had the option of calling at Nassau, in the Bahamas, and at the Bermudas.

*Speed required.*—10 knots.

*Additional Steamships.*—Should there be, in the opinion of the Minister, sufficient cargo at St. John to justify the placing of an additional steamship upon the route, the Contractors shall provide such an additional steamship without further subsidy.

*Intercolonial Railway Clause.*—Included.

*Canadian Trade Commissioners.*—To be carried free.

*Subsidy.*—\$1,250 for each trip from St. John to Cuba.

*Mails.*—To be carried free.

*Distance.*—St. John to Havana, 1,600 miles.



SESSIONAL PAPER No. 10e

## DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOM- MODATION.		Refrigerator space.	N. H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.				At	In	Of
	Ft.	Ft.	Ft.			D. W.			C. F.		Knots			
Bornu....	345	42·2	23	2,102	3,259	4,300	65	36	Nil.	295	10·5	Barrow.	1899	Steel.
Sokoto..	345	42·2	23	1,969	3,092	4,210	65	24	Nil.	295	10·8	Barrow.	1899	Steel.

## TRAFFIC RETURNS.

Year.	No. of Round Trips run.	Pa's'ngers Carried.	FREIGHT CARRIED.		Live Stock.	Mails.	Subsidy Paid.
			Tons. Weight.	Tons. Measure- ment.			
							\$ cts.
1910.....	8	Nil.	5,888	32,968	Nil.	Nil.	25,000 90
1911.....	9	Nil.	Nil.	35,325	Nil.	Nil.	18,749 97
1912 (June to Dec.).....	7	Nil.	595	4,730	Nil.	7 bags.	8,750 00
Jan. 1 to Mar. 31, 1913.....	3	Nil.	481	1,396	Nil.	Nil.	3,750 00

During 1910 and 1911 the service was performed by Messrs. William Thomson & Co., of St. John, It was an outward service only.

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

CALENDAR YEAR.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons. Weight.	Tons. Measure- ment.	Value \$	Tons. Weight.	Tons. Measure- ment.	Value \$	Tons. Weight.	Tons. Measure- ment.	Value \$
June to Dec. 1912.....	595	4,730	62,967	Nil.	Nil.	Nil.	595	4,730	62,967
Jan. 1 to Mar. 31, 1913....	481	1,396	33,581	Nil.	Nil.	Nil.	481	1,396	33,581

## PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Fish, potatoes, paper, lumber, hay and oats.

## CANADA AND NEWFOUNDLAND.

THE REID NEWFOUNDLAND COMPANY, LTD.

Contract No. 60.

T. & C. File No. 13996.

*Vote 151.—Steam Services or Services between Canada and Newfoundland—*

1916-17.....	\$70,000
1917-18.....	\$70,000



7 GEORGE V, A. 1917

*Contractors.*—The Reid Newfoundland Company, Ltd., of St. John's, Nfld.

*Contract Dated.*—May 12, 1913.

*Duration of Contract.*—April 1, 1913, to March 31, 1916. (The contract has not been renewed yet).

*Service.*—One complete round trip each day, except Sunday, between North Sydney and Port aux Basques.

Should Port aux Basques or North Sydney be blocked with ice at any time, the service may, at the opinion of the Contractors, be performed to Placentia, Nfld., and Louisburg, N.S., respectively.

*Ports of Call.*—North Sydney (or Louisburg), N.S., and Port aux Basques (or Placentia), Nfld.

*Speed required.*—Not stated.

*Subsidy.*—\$70,000 per annum, payable quarterly, on June 30, September 30, December 31 and March 31 in each year.

*Mails.*—To be carried free.

*Canadian Trade Commissioners.*—To be carried free.

*Government Wharves.*—Steamers are required to call at Government wharves whenever possible.

DISTANCES.

	Miles.
North Sydney to Port aux Basques.. . . . .	101
Louisburg to Placentia.. . . . .	250

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator space. c.ft.	N. H. P.	Speed. Kts	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st. Class.	2nd Class.	3rd Class.				At	In.	Of.
	Ft.	Ft.	Ft.												
Kyle.....	220	32.3	18.3	548	1,055					Nil.	263		Newcastle..	1913	Steel.
Sagona...	175	28.3	20.3	420	808	327	40	77		Nil.	136	11	Dundee ...	1912	Steel.
Meigle.....	220.2	30.1	15.2	427	836	760	42	59	20	Nil.	162	10	Glasgow.	1881	Iron.



SESSIONAL PAPER No. 10e

## TRAFFIC RETURNS.

No service was run during 1907.

Calendar Year.	No. of round trips run.	PASSENGERS CARRIED.		Tons Freight Carried.	Live Stock	MAILS.		Subsidy Paid.
		First Class.	Second Class.			Sealed Bags.	Tied Sacks.	
1908	153	5,351	9,223	10,176	704	2,112	11,796	\$ 12,272 00
1909	150	7,981	13,141	9,886	449	1,927	14,037	9,646 50
1910	155	6,427	12,994	15,507	1,203	1,896	14,872	9,993 00
1911	159	6,765	11,178	16,538	1,635	1,704	12,633	9,006 50
1912	22	9,212	13,686	14,751	1,674	3,344	16,036	31,874 90
1913	275	7,620	11,488	22,125	1,996	3,498	21,374	58,829 36
1914	289	6,267	8,925	22,035	735	3,462	23,365	64,683 02
1915	216½	5,373	9,160	24,087	539	2,654	17,154	48,418 06
1916		*In 387	861	5,524	37	315	4,400	
(Jan. 1 to Mar. 31)	57	Out 493	1,495	424	Nil.	318	482	
	Total..	880	2,356	5,948	37	633	4,882	12,747 48 to Mar. 31.

\* Into St. John's, Nfld.

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

(Including Live Stock.)

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons weight.	Tons measurement.	Value.	Tons weight.	Tons measurement.	Value.	Tons weight.	Tons measurement.	Value.
			\$			\$			\$
1912	12,224	Nil.	894,220	1,821	Nil.	317,936	14,046	Nil.	1,212,156
1913	17,372	Nil.	981,369	3,694	Nil.	288,222	21,066	Nil.	1,269,591
1914	13,286	Nil.	858,605	7,651	Nil.	587,196	20,937	Nil.	1,445,801
1915	16,510	Nil.	1,108,876	6,491	Nil.	643,885	23,001	Nil.	1,752,761
1916	3,316	Nil.	220,826	2,208	Nil.	180,486	5,224	Nil.	411,312
(Jan. 1 to Mar. 31).									

## PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Flour, oats, oatmeal, hay, bran, feed, potatoes, leather, furniture, oil, cattle, pigs, sheep, beef, pork, iron and steel bars, stoneware, wire mats, fresh meal, condensed milk, trunks, machinery, pulpboard, stoves and felt.

*Of United States Origin.*—Flour, cornmeal, oats, dried fruit, pork, beef, leather, feathers, broom corn, glue and machinery.

## CANADA, THE WEST INDIES AND SOUTH AMERICA.

## THE ROYAL MAIL STEAM PACKET COMPANY.

Contract No. 9.

T. &amp; C. File No. 15296.

*Vote 152.*—Steam Service between Canada and the West Indies or South America, or both—

1916-17... \$340,666 66

1917-18... \$340,666 66

*Contractors.*—The Royal Mail Steam Packet Company, of London, England.

(Canadian representative: John Allsop, 59 Granville St., Halifax, N.S.)

(Freight and passenger agents: Pickford and Black, Halifax, N.S.)



7 GEORGE V, A. 1917

*Contract Dated.*—September 11, 1913.

*Duration of Contract.*—November 1, 1913, to October 31, 1918.

*Service.*—Commencing from St. John, N.B., sailing thence to Halifax, N.S., and sailing thence to Georgetown, British Guiana, every fourteen days, following alternately the itineraries (a) and (b) given below:—

(a) Calling at the following islands: Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, St. Vincent, Barbados, Grenada and Trinidad, and returning from Georgetown to St. John, calling at Trinidad, Grenada, Barbados, Antigua, St. Kitts and Bermuda.

(b) Calling at the following islands: Bermuda, St. Kitts, Antigua, Barbados, Grenada and Trinidad; and returning from Georgetown, calling at Trinidad, Barbados, St. Vincent, St. Lucia, Dominica, Montserrat, Antigua, St. Kitts and Bermuda.

These itineraries may be subject to any change which may be mutually agreed upon between the minister and the contractors.

*Ports of Call.*—As above.

*Speed required.*—11 knots.

*Subsidy.*—£70,000 (\$340,666.66) per annum, based on payments of £2,692 6s. 2d. (\$13,102.56) for each complete round voyage, payable on the last day of each month.

*Canadian Trade Commissioners.*—To be carried free.

*Mails.*—To be carried free.

*Intercolonial Railway Clause.*—Included.

*Freight charges from St. John to Halifax.*—The contractors are required, at their own expense, when so required by consignors, to pay the freight charges by rail from St. John to Halifax on butter, cheese, and fruit intended for shipment by the contractors' steamships.

*Delay at Ports.*—The contractors must make every reasonable effort to avoid undue delay at Canadian or West Indian ports.

*Development of Trade.*—The contractors must use their utmost endeavour to develop the cargo and passenger trade between Canada and the British West Indies by means of reasonable advertising and regular solicitation through agents.

*Through Rates of Freight.*—The contractors must use their best endeavours to arrange through rates of freight between inland points in Canada and the various ports of call referred to in this contract in the British West Indies and Central and South America.

*Transfer by connecting lines.*—As the design of this agreement is to give regular fortnightly communication both ways to all the ports previously mentioned, arrangements must be made for the transport of freight and passengers on all voyages south bound and north bound by transfer to the lines of the contractors' steamers conducting the insular service from and to Trinidad, and at the rates obtaining for the direct service.

*No discrimination.*—No discrimination of any kind as regards freight and passenger rates may be made in favour of any merchant, shipper or importer in any one of the British colonies referred to herein, as against any other merchant, shipper or importer in the same colony.



## SESSIONAL PAPER No. 10e

*Through Bills of Lading.*—Through bills of lading must be issued from any Canadian point of shipment to any port in Central or South America, which is a regular port of call for any of the steamships employed or controlled by the contractors on other services, and which make regular connections with the service herein contracted for.

## DISTANCES.

Southbound—		Miles.
St. John to Halifax.....		288
Halifax to Bermuda.....		764
Bermuda to St. Kitts.....		942
St. Kitts to Antigua.....		60
Antigua to Montserrat.....		35
Montserrat to Dominica.....		97
Dominica to St. Lucia.....		81
St. Lucia to St. Vincent.....		59
St. Vincent to Barbados.....		96
Barbados to Grenada.....		147
Grenada to Trinidad.....		96
Trinidad to Demerara.....		374
		<hr/> 3,039
Northbound—		Miles.
Demerara to Trinidad.....		368
Trinidad to Grenada.....		96
Grenada to Barbados.....		147
Barbados to Antigua.....		295
Antigua to St. Kitts.....		59
St. Kitts to Bermuda.....		940
Bermuda to St. John.....		852
		<hr/> 2,757

## DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator space. C.ft	N. H. P.	Speed, Knots.	BUILT.		
	Length. Ft.	Breadth. Ft.	Depth. Ft.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At.	In.	Of.
Chignecto	400.5	47.2	31.1	2,999	4,744	5,567	41	60	90	4988	418	11	Belfast.....	1893	Steel.
Chaleur...	400.5	47.2	31.1	2,994	4,746	5,574	41	60	90	5288	418	11	Belfast.....	1893	Steel.
Caraquet..	400.5	47.3	31.1	2,975	4,889	5,129	40	72	80	5565	418	11	Belfast.....	1894	Steel.
Chaudière..	370	45.9	25	2,499	4,019	4,726	50	64	76	900	584	12	Middleboro	1899	Steel.



TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
										\$ cts.
1907. ....	30	..... 6,510			119,787		Not stated.	Not stated.		63,510 00
		1st Class.	2nd Class.	3rd Class.	Tons Weight	Tons Measurement.		Lock Bags.	Tied Sacks	
1908.....	30	1,558	1,065	1,738	36,113	79,154	86	52	3,833	65,700 00
1909.....	30	1,573	987	1,993	63,129	54,953	1,100	246	3,805	65,700 00
1910.....	30	1,595	1,170	2,748	66,474	82,800	390	463	3,225	65,700 00
1911.....	29	1,044	857	1,346	69,927	76,398	151	209	2,542	65,700 00
1912.....	30	1,090	1,269	1,048	65,552	86,253	106	168	2,568	87,613 86
1913.....	28½	887	827	1,016	52,313	70,209	44	144	2,396	131,737 12
1914.....	26	1,080	465	1,742	52,320	90,398	48	705	1,627	330,897 33
1915.....	26	959	786	2,727	78,414	94,781	34	518	3,472	340,666 56
1916.....	26 {	In 814	207	1,926	96,290	14,928	—	695	1,336	340,666 66
		Out 645	254	2,022	4,593	112,703	31	995	1,810	
Total		1,459	461	3,948	100,883	127,631	31	1,690	3,146	

From 1907 to Nov. 23, 1913, this service was performed by Messrs. Pickford and Black, of Halifax, N.S.

Two sailings from Canada were made by the Royal Mail Steam Packet Company's steamers in December, 1913. Their traffic returns are included in the figures given above for 1913.



## SESSIONAL PAPER No. 10e

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

(Including Live Stock.)

Calendar Year.	From.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
		Tons. Weights	Tons. Measurement.	Value.	Tons. Weight.	Tons. Measurement.	Value.	Tons. Weight.	Tons. Measurement.	Value.
				\$			\$			\$
1912..	St. John Halifax..	1,377 $\frac{1}{2}$ 5,044 $\frac{3}{4}$	20,099 $\frac{3}{4}$ 62,147 $\frac{1}{2}$	383,536 1,941,990				1,377 $\frac{1}{2}$ 5,044 $\frac{3}{4}$	20,099 $\frac{3}{4}$ 62,147 $\frac{1}{2}$	383,536 1,941,990
Total..		6,422 $\frac{1}{4}$	82,247 $\frac{1}{4}$	2,325,526	Nil.	Nil.	Nil.	6,422 $\frac{1}{4}$	82,247 $\frac{1}{4}$	2,325,526
1913..	St. John Halifax..	2,137 5,786	13,038 56,819	259,381 1,800,169				2,137 5,786	13,038 56,819	259,381 1,800,169
Total.		7,923	69,857	2,059,550	Nil.	Nil.	Nil.	7,923	69,857	2,059,550
1914	St. John. Halifax...	1,557 2,951	15,120 75,254	234,008 2,384,256				1,557 2,951	15,120 75,254	234,008 2,384,256
Total.		4,508	90,374	2,618,264	Nil.	Nil.	Nil.	4,508	90,374	2,618,264
1915.	St. John.. Halifax...	2,031 3,621	12,362 82,419	301,659 3,206,176				2,031 3,621	12,362 82,419	301,659 3,206,176
Total.		5,652	94,781	3,507,835	Nil.	Nil.	Nil.	5,652	94,781	3,507,835
1916.	St. John Halifax.	1,781 2,812	15,899 96,907	425,664 4,272,628				1,781 2,812	15,899 96,907	425,664 4,272,628
Total.		4,593	112,806	4,698,292	Nil.	Nil.	Nil.	4,593	112,806	4,698,292

## PRINCIPAL ARTICLES EXPORTED FROM CANADA.

*All of Canadian Origin.*—Fish, canned salmon, canned goods, flour, feed, meal, oilmeal, hay, oats, cheese, butter, eggs, apples, potatoes, split peas, vegetables, groceries, beef, live stock, mineral water, tea, soap, sulphate of ammonia, fertilizer, lumber, shingles, shooks, laths, furniture, chairs, brooms, brushes, stoves, trunks, rope, cordage, nails, paper and biscuits.

## CANADA AND SOUTH AFRICA.

## ELDER DEMPSTER SHIPPING, LTD.

Contract No. 2.

T. &amp; C. File No. 16769.

*Vote 153.—Steam Service between Canada and South Africa—*

1916-17..... \$146,000

1917-18..... 146,000

*Contractor.*—Elder Dempster & Co., Ltd., 133 Board of Trade Building, Montreal, Que. (Head office: Colonial House, Water Street, Liverpool, England).

*Contract dated.*—Oct. 3, 1916.*Duration of Contract.*—October 1, 1916, to September 30, 1917.*Service.*—Monthly, during the first fifteen days of each month.

*Ports of Call.*—From Montreal, calling at Quebec, at the option of the contractors; and during the months of September, October and November at Halifax, and, at the option of the contractors, at other Canadian ports during the season of open naviga-



7 GEORGE V, A. 1917

tion on the St. Lawrence; and, during closed navigation on the St. Lawrence, from St. John, calling at Halifax, and, at the option of the contractors, at other Canadian ports; proceeding direct to Cape Town and not less than two other South African ports.

*Speed required.*—10 knots.

*Subsidy.*—\$146,000 per annum, payable quarterly.

*Coaling.*—Steamers may call at any Canadian port solely for the purpose of coal-  
ing.

*Intercolonial Railway Clause.*—Included.

*Cold Storage.*—There must be accommodation for not less than 200 tons of cargo in cold storage on each ship. The contractors must provide such further cold storage accommodation as may be needed from time to time.

*Additional Vessels.*—The contractors agree to provide additional vessels when necessary to meet the requirements of the trade offered.

*Mails.*—To be carried free.

*Canadian Trade Commissioners.*—To be carried free.

*Supervision of handling.*—The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.

*Exemption from calling at Canadian Ports.*—If sufficient cargo is not forthcoming from any of the ports of call in Canada, the minister may relieve the contractors from the obligation of calling at such ports.

DISTANCES.

		Miles.
Montreal to Cape Town..	.....	7,338
" Port Elizabeth..	.....	7,778
" East London..	.....	7,909
" Durban..	.....	8,162
St. John to Cape Town..	.....	6,978
" Port Elizabeth..	.....	7,413
" East London..	.....	7,549
" Durban..	.....	7,802

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Acc.	Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
Ft.	Ft.	Ft.					Cu. Ft.		Kts				
Bendu.....	375.2	47.3	18.9	2,821	4,319	7,100	2	9,200	396	11	Wallsend-on-Tyne...	1906	Steel.
Kaduna.....	360.0	52.0	26.2	2,308	4,455	8,100	12	10,000	339	10	Middlesbro.....	1910	Steel.
Kwarra.....	360.0	52.0	26.1	2,304	4,441	8,100	12	10,000	428	10	Middlesbro.....	1910	Steel.
Benguela.....	425.5	53.0	29.2	3,534	5,520	8,920	4	10,390	556	12	Newcastle-on-Tyne.	1910	Steel.
Newquay....	369.9	51.1	25.3	2,670	4,191	.....	Nil.	.....	386	....	South Shields.....	1914	Steel.
Melville.....	385.0	48.8	26.9	2,872	4,439	9,200	12	59,647	359	11	Port Glasgow .....	1902	Steel.



SESSIONAL PAPER No. 10e

## TRAFFIC RETURNS (Outward voyages).

No cargo is carried inward.

Calendar Year.	No. of trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.
1907.....	12	Not stated...	47,314		Not stated...	Nil.	\$ cts. 146,000 00
			Weight.	Meas.			
1908.....	12	5	25,690	16,977	69	Nil.	146,000 00
1909.....	12	21	29,840	26,140	Nil.	Nil.	146,000 00
1910.....	12	9	23,203	33,145	369	Nil.	146,000 00
1911.....	12	26	31,385	37,800	667	Nil.	146,000 00
1912.....	12	14	31,210	34,980	1,013	Nil.	146,000 00
1913.....	14	Nil.	45,316	53,498	371	Nil.	146,000 00
1914.....	12	3	45,296	33,563	235	Nil.	146,000 00
1915.....	12	1	52,543	37,166	Nil.	Nil.	145,999 92
1916.....	10	Nil.	30,856	38,341	Nil.	Nil.	121,666 68

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons Weight	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.	Tons Weight	Tons Measurement.	Value.
			\$			\$			\$
1912.....	28,901	22,090	2,856,419	2,309	12,890	1,257,263	31,210	34,980	4,113,682
1913.....	43,128	31,196	3,791,039	2,188	22,302	2,078,630	45,316	53,498	5,869,669
1914.....	42,741	22,488	3,236,733	2,555	11,075	948,339	45,296	33,563	4,185,072
1915.....	46,981	23,589	3,889,139	5,562	13,577	1,331,441	52,543	37,166	5,220,580
1916 (to Sept. 25).....	23,588	16,700	2,568,364	1,939	9,678	855,280	25,527	26,378	3,423,644

Abstract manifests of exports for the last three sailings in 1916 have not been received yet.

## PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Flour, agricultural machinery, calcium carbide, binder twine, automobiles, paper, cattle, lumber, wax, carriageware, cereal foods, eggfillers, chairs, woodenware, wheat, and furniture.

*Of United States Origin.*—Automobiles, mining machinery, fruit jars, lumber, mules, wax, condensed milk, chairs and wheelbarrows.

## HALIFAX, ST. JOHN'S, NFLD., AND LIVERPOOL.

## FURNESS, WITHEY &amp; Co., LTD.

Contract No. 3.

T. &amp; C. File No. 16107.

*Vote 154.—Steam Service between Halifax, St. John's, Nfld., and Liverpool—*

1916-17..... \$20,000

1917-18..... \$20,000

*Contractors.*—Furness, Withy & Co., Ltd., of Liverpool, England. (Canadian address: Montreal, Que.).

*Contract dated.*—March 22, 1916.*Duration of Contract.*—April 1, 1916, to March 31, 1917.



7 GEORGE V, A. 1917

*Service.*—Sailing at regular intervals of not less frequency than once in every seventeen days from each of the terminal ports of Halifax and Liverpool, calling each way at St. John's, Nfld.

*Ports of Call.*—Halifax, St. John's, Nfld., and Liverpool.

*Speed required.*—10 knots.

*Subsidy.*—\$20,000 per annum, payable quarterly in July, October, January and April.

*Intercolonial Railway Clause.*—Included.

*Canadian Trade Commissioners.*—To be carried free.

*Mails.*—To be carried free.

*Supervision of handling.*—The handling, loading, stowing and unloading of any fruit or perishable products carried by these vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose should the Minister of Agriculture for Canada deem it advisable.

*Distance.*—Halifax to Liverpool, 2,453 miles.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator space.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F.					
Durango.....	332	41.7	23.8	1,927	3,008	4,834	2			Nil.	299	12	Sunderland..	1895	Steel.
Tabasco.....	331.6	41.7	26.0	1,913	2,987					Nil.	360		Sunderland..	1895	Steel.
Graciana.....	361	46.2	17.7	2,883	3,536	6,350	Nil.			Nil.	364	11½	Glasgow... ..	1903	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails, Packages.	Subsidy Paid.
1907.....	29½	353	65,832	Not stated.....	Not stated....	\$17,500
1908.....	25	53	44,132	Nil.	54	20,000
1909.....	27½	85	50,847	Nil.	Nil.	20,000
1910.....	27	80	103,144	Nil.	Nil.	20,000
1911.....	25	64	114,357	Nil.	Nil.	20,000
1912.....	24	63	104,466	Nil.	17	19,583 33
1913.....	23	378	108,338	Nil.	Nil.	19,000 00
1914.....	18½	376	89,436	Nil.	Nil.	17,666 66
1915.....	15	17	96,064	2	2,875	14,500 00
1916.....	17½	In 2	7,743	4,848	2,297	16,500 00
		Out 5	23,966	34,565	Nil.	
		Total.... 7	31,709	39,403	2,297	



SESSIONAL-PAPER No. 10e

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	To	CANADIAN ORIGIN.			UNITED STATES AND WEST INDIAN ORIGIN.			TOTAL.		
		Tons Weight	Tons Meas't.	Value.	Tons Weight	Tons Meas't.	Value.	Tons Weight.	Tons Meast.	Value.
1912	St. John's, Nfld..	1,977	2,117	\$ 193,237	2,274	827	\$ 311,232	4,251	2,944	\$ 504,469
	Liverpool .....	2,022	76,725	1,133,859	Nil.	Nil.	Nil.	2,022	76,725	1,133,859
	Total .....	3,999	78,842	1,327,096	2,274	827	311,232	6,273	79,669	1,638,328
1913	St. John's, Nfld..	2,266	4,923	276,760	1,330	991	257,284	3,596	5,914	534,044
	Liverpool .....	19,784	58,695	2,078,260	328	554	41,029	20,122	59,249	2,119,289
	Total .....	22,050	63,618	2,355,020	1,668	1,545	298,313	23,718	65,163	2,653,333
1914	St. John's, Nfld..	2,631	1,488	263,829	892	580	229,527	3,523	2,068	493,356
	Liverpool .....	7,272	61,264	1,568,683	2,541	111	144,615	9,813	61,375	1,713,298
	Total .....	9,903	62,752	1,832,512	3,433	691	374,142	13,336	63,443	2,206,654
1915	St. John's, Nfld..	2,657	2,036	367,579	552	225	76,741	3,209	2,261	444,320
	Liverpool .....	11,175	49,634	1,957,111	3,181	2,850	1,830,250	14,356	52,484	3,787,361
	Total .....	13,832	51,670	2,324,690	3,733	3,075	1,906,991	17,565	54,745	4,231,681
1916	St. John's, Nfld..	5,230	3,209	549,452	2,197	266	347,528	7,427	3,475	896,980
	Liverpool .....	14,145	33,673	2,641,024	9,821	892	2,835,738	23,966	34,565	5,476,754
	Total .....	19,375	36,882	3,190,476	12,018	1,158	3,183,266	31,343	38,040	6,373,734

## PRINCIPAL ARTICLES EXPORTED.

## TO LIVERPOOL.

*Canadian Origin.*—Lumber, boxboards, wood tops, wood shanks, apples, cider, canned apples, canned lobsters, canned beef, fish, seal oil, cod oil, tallow, oats, cheese, furs, machinery, lawn mowers, wire fencing, scrap brass, metals, lead ashes, leather, flour, wheat, sacks and bone black.

*United States Origin.*—Flour, pork, shoes, lamp chimneys, brass discs, motor cars, meats, lard, oak timber.

*West Indian Origin.*—Lignum vitæ, satinwood, dye extract, oranges, rum, sugar, cocoanuts, and limejuice.

## TO ST. JOHN'S.

*Canadian Origin.*—Apples, fruits, peas, canned vegetables, hay, flour, cheese, condensed milk, confectionery, meats, fish, medicines, tea, dry goods, rubbers, paper, stoves, smallwares, roofing, bricks, paint, nails, cordage, sacks, tripoli, and naphtha.

*United States Origin.*—Boots and shoes, shoe manufacturing material, furniture, hardware, canned and pickled meats, lard, provisions, groceries, flour, feed, corn, rolled oats, meal, seeds, earthenware, and bottled beer.

*West Indian Origin.*—Greenheart, mahogany, rum, bay rum, sugar, and molascuit.



7 GEORGE V, A. 1917

MONTREAL, QUEBEC AND MANCHESTER (SUMMER SERVICE).

ST. JOHN, HALIFAX AND MANCHESTER (WINTER SERVICE).

MANCHESTER LINERS, LTD. (FURNESS, WITHEY & CO., AGENTS).

Contract No. 23.  
T. & C. File No. 16065.

*Vote 155.—Steam Service between Montreal, Quebec and Manchester, England, during the Summer season; and between St. John, Halifax and Manchester during the Winter season—*

1916-17.. . . .	\$35,000
1917-18.. . . .	\$35,000

*Contractors.*—The Manchester Liners, Ltd., of Manchester, England.  
(Canadian agents: Furness, Withy & Co., Montreal, Que.)

*Contract dated.*—March 22, 1916.

*Duration of Contract.*—April 1, 1916, to March 31, 1917.

*Sailings.*—Fortnightly sailings between Canada and Manchester, each way.

*Ports of Call.*—During the season of open navigation on the St. Lawrence: Montreal, Quebec and Manchester.

During closed navigation on the St. Lawrence: St. John and Manchester, calling on all westbound voyages at Halifax, N.S.

Freight offered at Halifax for Manchester shall be taken on board at Halifax on west-bound trips, and freight rates on such goods shall not be higher than would be charged were the goods shipped direct.

*Freight rates.*—Freight rates are not to exceed the rates current by other vessels or lines, less the rates charged or chargeable by the Manchester Ship Canal Company for use of or towage through the said canal, or both.

*Cold Storage.*—As regards the steamers provided with cold storage, the contractors shall maintain the appliances connected therewith in constant efficiency, and operate them at all times when cargo is being stowed or carried in cold storage compartments.

*Supervision of Handling.*—The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.

*Speed required.*—10 knots.

*Subsidy.*—\$35,000 per annum, payable quarterly in July, October, January and April.

*Intercolonial Railway Clause.*—Included.

*Canadian Trade Commissioners.*—To be carried free.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Manchester to Montreal.. . . .	2,835
Manchester to St. John.. . . .	2,767



SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Acc.	Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu. Ft.		Kts			
Manchester Mariner.	360	48	20·2	2,672	4,106	6,838	3	Nil.	403	11	Hartlepool..	1904	Steel.
Manchester Shipper.....	370	48	26·3	2,542	4,038	6,951	9	Nil.	379	11	West Hartlepool..	1900	Steel.
Manchester Importer....	370	48	26·3	2,538	4,028	6,966	9	Nil.	379	11	West Hartlepool...	1899	Steel.
Manchester Exchange...	360	48	30	2,649	4,091	6,569	2	Nil.	374	10	West Hartlepool...	1901	Steel.
Manchester Corporation..	430	48	34	3,467	5,400	7,848	10	Nil.	541	12	West Hartlepool...	1899	Steel.
Manchester Inventor...	360	48	28·1	2,775	4,247	—	—	—	372	10	Howden-on-Tyne...	1902	Steel.
Manchester Merchant.	360	48	20·2	2,707	4,012	6,982	Nil.	Nil.	400	11	Newcastle..	1904	Steel.
Manchester Citizen ...	380	14·9	26·4	2,725	4,251	7,450	Nil.	Nil.	372	11	Newcastle.....	1912	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of Passengers Carried.	FREIGHT CARRIED.		Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid
			Weight.	Measure-ment.			
			Tons.	Tons.			\$ cts.
1907. ....	25	110	122,152	Nil.	Not stated...	Not stated...	35,000 00
1908.....	30	Nil.	112,794	59,908	6,678	Nil.	35,000 00
1909.....	40	54	474,042	59,190	9,523	Nil.	34,781 25
1910. ....	42	91	181,972	27,673	4,122	Nil.	35,000 00
1911.....	42½	77	204,524	50,990	3,696	Nil.	35,000 00
1912. ....	40½	91	257,643	87,207	80	Nil.	35,000 00
1913. ....	44	54	269,430	72,761	Nil.	Nil.	35,000 00
1914.....	38	Nil.	214,550	51,082	Nil.	Nil.	35,000 00
1915. ....	34	Nil.	205,273	60,745	8	Nil.	35,000 00
1916. ....	28½	In..... Nil. Out.... Nil.	48,241 137,159	18,981 36,015	Nil. Nil.	Nil. Nil.	34,270 83
		Total... Nil.	185,400	54,996	Nil.	Nil.	



7 GEORGE V, A. 1917

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value	Tons Weight	Tons Measurement.	Value.
			\$			\$			\$
1912.....	116,245	56,990	7,414,995	34,644	7,155	3,938,316	200,889	64,145	11,353,311
1913.....	206,444	42,299	8,246,791	13,410	2,051	3,126,070	219,854	44,350	11,372,861
1914.....	164,118	35,352	9,058,548	6,859	307	1,705,417	170,977	35,659	10,763,965
1915.....	141,313	41,739	13,094,431	19,759	1,932	4,292,820	161,072	43,671	17,387,251
1916.....	125,790	33,951	9,326,639	11,369	2,064	4,439,269	137,159	36,015	13,765,905

PRINCIPAL ARTICLES EXPORTED.

FROM ST. JOHN.

*Of Canadian Origin.*—Deals, lumber, last blocks, washboards, wood stems, pulpboard, wheat, oats, barley, flour, oatmeal, hay, grapenuts, cheese, apples, asbestos fibre, crude asbestos, phosphorus, arsenic, zinc ashes, mineral white, cobalt oxide, corundum, hardware, leather, belting, clothing, knit goods, bags, army supplies, eggs and aluminium ingots.

*Of United States Origin.*—Automobile parts, cotton, meats, lard, grapenuts, post toasties, timber, maple blocks, maple flooring, clay pigeons and traps, doors, and handles.

FROM HALIFAX.

*All Canadian Origin.*—Timber, boxboards, and apples.

FROM MONTREAL.

*Canadian Origin.*—Wheat, oats, cereal foods, linseed cakes, oil cakes, hay, cheese, apples, leather, lumber, pickets, pulpboard, asbestos fibre, corundum, dross, machinery, rags, cotton waste, jeweller's sweepings, clothing, saddlery, aluminium ingots, carbide, meats and Red Cross supplies.

*United States Origin.*—Wheat, oats, starch, cereal foods, corn sugar, corn syrup, provisions, lumber, handles, skewers, steel rods and bars, asbestos fibre, washing powder, meats, dextrine and lard.

FROM QUEBEC.

*All Canadian Origin.*—Timber, boards, deals, handles, pulpboard, asbestos, and leather.

ST. JOHN, DUBLIN, AND BELFAST.

ULSTER STEAMSHIP COMPANY, LTD.

Contract No. 5.  
T. & C. File No. 15806.

*Vote 156.—Winter Steam Service between St. John, Dublin and Belfast—*  
1916-17..... \$7,500  
1917-18..... 7,500



## SESSIONAL PAPER No. 10e

*Contractors.*—The Ulster Steamship Co., Ltd., Belfast, Ireland. (Canadian agents: McLean, Kennedy, Limited, 119 Coristine building, Montreal, Que.).

*Contract Dated.*—September 13, 1915.

*Duration of Contract.*—December, 1915, to the opening of St. Lawrence navigation in 1916.

*Service.*—A service averaging not less than two sailings each month until not more than ten round trips have been run.

*Ports of Call.*—St. John, N.B., and Belfast or Dublin, Ireland.

*Calls at other ports.*—Steamers are not to call at any other ports than those mentioned above, except when on westbound voyages at a port in Great Britain for bunkering purposes, or for cargo for transportation to St. John's, Nfld., or to a Canadian port other than the port of St. John, N.B.

St. John, N.B., is in all cases to be the terminal port on all westbound voyages, and the last port of departure on all eastbound voyages.

*Speed required.*—10 knots.

*Subsidy.*—\$750 for each round trip from Belfast and Dublin to St. John, and return to Belfast or Dublin.

*Mails.*—To be carried free.

*Canadian Trade Commissioners.*—To be carried free.

*Carriage of fruit.*—The handling, loading, stowing and unloading of any fruit, butter, cheese, meats or other perishable products shall be subject to and under the supervision of a cargo inspector appointed for the purpose by the Minister of Agriculture, Ottawa.

*Intercolonial Railway Clause.*—Included.

## DISTANCES.

	Miles.
St. John to Dublin.. . . .	2,550
St. John to Belfast.. . . .	2,500

## DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Acc.	Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.			Wgt.	1st Class.	CF.		Knots			
Bray Head...	330	41.5	25.1	2,019	3,150	4,800	2	Nil	264	10	Wallsend...	1894	Steel.
Inishowen Head	311.7	40.0	30.2	1,987	3,050	4,700	2	Nil	309	10½	Belfast....	1886	Steel & iron.
Bengore Head.	324	37.2	17.7	1,619	2,190	3,630	2	Nil	260	11	Glasgow..	1884	Iron
Ramore Head.	402.1	44.7	27.8	2,913	4,444	6,500	12	Nil	473	11	Belfast...	1891	Steel.
Torr Head....	452.8	50.3	31.2	3,868	5,911	8,400	8	Nil	467	11	Belfast....	1894	Steel.



7 GEORGE V, A. 1917

TRAFFIC RETURNS.

Calendar Year.	Number of round trips run.	Number Pas-senger-Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidies Paid.
1907	6	Nil.	26,039	Nil.	Nil.	\$4,500
1908	4	Nil.	10,443	Nil.	Nil.	3,000
1909	3	Nil.	8,402	Nil.	Nil.	2,250
1910.....	7	Nil.	25,469	Nil.	Nil.	5,250
1911	4	Nil.	13,067	Nil.	Nil.	3,000
1912	8	Nil.	30,642	Nil.	Nil.	6,000
1913.....	9	Nil.	43,327	Nil.	Nil.	6,750
1914	5	Nil.	20,135	Nil.	Nil.	3,750
1915	11½	Nil.	51,320	Nil.	Nil.	8,625
1916	6	Nil.	25,249	Nil.	Nil.	4,500

All the above freight was carried outward from Canada.

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons Weight	Tons Measure-ment.	Value.	Tons Weight	Tons Measure-ment.	Value.	Tons Weight.	Tons Measure-ment.	Value.
			\$			\$			\$
1912.....	30,137	378	1,168,070	91	36	6,039	30,228	414	1,174,109
1913.....	27,109	15,977	1,177,225	241	Nil.	9,614	27,350	15,977	1,186,839
1914.....	19,529	103	1,015,640	453	50	32,171	19,982	153	1,047,811
1915.....	50,093	127	2,669,483	1100	Nil.	25,332	51,193	127	2,694,815
1916 .....	25,213	Nil.	1,191,195	36	Nil.	3,900	25,249	Nil.	1,195,096

PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Wheat, barley, rye, lumber, flour, oatmeal, flaxseed, oats, apples, paper, hay, linseed cakes, washboards, deals and handles.

*Of United States Origin.*—Handles, washboards, flour, clover seed, lard, lumber, and corn.

ST. JOHN AND GLASGOW.

DONALDSON LINE.

Contract No. 4.  
T. & C. File No. 16061.

*Vote 157.—Winter Steam Service between St. John and Glasgow—*  
1916-17..... \$15,000  
1917-18..... 15,000

*Contractors.*—Donaldson Bros., of Glasgow, Scotland.  
(Canadian Agents: R. Reford & Co., 23 & 25 St. Sacrament St., Montreal, Que.)

*Contract Dated.*—March 4, 1916.

*Duration of Contract.*—November, 1916, to April 30, 1917.



## SESSIONAL PAPER No. 10e

*Service.*—Weekly. Twenty complete round trips to be run prior to April 30, 1917.

*Ports of Call.*—St. John, N.B., and Glasgow, Scotland.

*Speed Required.*—10 knots.

*Subsidy.*—\$750 for each round trip from Glasgow to St. John and return.

*Intercolonial Railway Clause.*—Included.

*Canadian Trade Commissioners.*—To be carried free.

*Mails.*—To be carried free.

*Distance.*—St. John to Glasgow, 2,630 miles.

*Carriage of Fruit.*—The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.

## DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator space.	N. H. P.	Speed, Knots.	BUILT.		
	Length	Breadth	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.F.					
Lakonia ..	401.7	49.2	28.1	3,046	4,686	7,280	Nil.	12	Nil.	14,527	520	12	Govan...	1899	Steel.
Athenia...	478	56	32.5	5,523	9,080	10,500	Nil.	250	1,000	16,122	855	14	Barrow....	1904	"
Parthenia..	400.5	52.1	29.3	3,310	5,760	8,555	Nil.	12	Nil.	16,000	489	12	Hartlepool..	1901	"
Orthia.....	377	46.6	19.0	2,694	4,225	5,900	Nil.	Nil.	Nil.	Nil.	404	11	Sunderland.	1896	"
Polaria....	361	44.4	26.2	2,252	3,546	5,200	Nil.	Nil.	Nil.	Nil.	328	10	Belfast.....	1893	"
Ormidale...	361	44.5	26.5	2,305	3,560	5,500	Nil.	Nil.	Nil.	Nil.	369	11	Belfast.....	1893	"
Cranley...	390	51.5	25.5	2,903	4,644	7,000	Nil.	Nil.	Nil.	Nil.	455	10	Glasgow. . .	1903	"

## TRAFFIC RETURNS.

Calendar Year.	Number of round trips run.	Number of passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
1907....	17	1,855	87,491	Not stated...	Not stated...	\$ 8,500
1908....	15	523	82,142	6,458	11	14,250
1909.....	16	1,129	80,444	6,064	16	10,500
1910.....	15	2,475	67,075	559	15	12,000
1911.....	15	4,517	82,822	422	16	12,000
1912.....	12	5,950	80,117	363	13	9,060
1913....	15½	8,785	80,843	278	28	11,625
1914.....	11	2,282	43,204	1,691	14	8,250
1915.....	8	102	46,703	22	11	6,000
1916....	8½	{ In..... 30 Out.... 10	{ 9,541 43,666	{ 21 Nil.	{ 714 Nil.	{ 6,375
		Total.. 40	53,207	21	714	



7 GEORGE V, A. 1917

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar. Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Weight.	Measure- ment.	Value.	Weight.	Measure- ment.	Value.	Weight.	Measure- ment.	Value.
	Tons.	Tons.	\$	Tons.	Tons.	\$	Tons.	Tons.	\$
1912.....	56,817	Nil.	2,140,025	2,219	Nil.	391,510	59,306	Nil.	2,531,535
1913....	49,442	Nil.	1,716,078	2,517	Nil.	284,390	51,959	Nil.	2,000,468
1914....	25,017	Nil.	1,088,397	1,370	Nil.	383,463	26,387	Nil.	1,471,860
1915.....	30,089	Nil.	1,547,797	650	Nil.	64,810	30,739	Nil.	1,612,607
1916.....	39,461	Nil.	2,356,174	4,205	Nil.	965,738	43,666	Nil.	3,321,912

## PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Apples, wheat, deals, pulpboard, lumber, flour, oats and oatmeal, meats, cheese, leather, barley, hay, clover seed, straw, cobalt ore, canned apples, asbestos, aluminium ingots, oilcake and bacon.

*Of United States Origin.*—Meats, hams, casings, hog hair, coal bags, lard, flour, evaporated plums, lumber, wood alcohol and clay pigeons.

## ST. JOHN, HALIFAX AND LONDON.

## CANADIAN PACIFIC RAILWAY CO.

Contract No. 7.

T. & C. File No. 15301.

*Vote 158.*—Winter steam service between St. John, Halifax and London—

1916-17.. . . . \$15,000

1917-18.. . . . 15,000

*Contractors.*—The Canadian Pacific Railway Co., of Montreal, Que.

*Contract Dated.*—January 12, 1915.

*Duration of Contract.*—December, 1914, to May, 1915. (The contract has not been renewed yet.)

*Service.*—10 round trips to be run during the duration of the contract.

*Ports of Call.*—St. John and London, calling on all eastbound voyages at Halifax, N.S.

*Speed Required.*—Not stated.

*Subsidy.*—\$1,500 for each round trip, payable on April 1, 1915.

*Cold storage.*—The steamers are to be fitted with cold storage and ventilating appliances, which are to be in constant operation while perishable cargo, fruit or vegetables requiring same are on board. The handling, stowing, loading and unloading of perishable cargo shall be subject to the supervision of a cargo inspector appointed by the Minister of Agriculture, Ottawa.

*Westbound Freight Rates.*—The rates charged on westbound freight from London to Halifax shall in no case be greater than the rates charged from London to St. John.

*Canadian Trade Commissioners.*—To be carried free.

*Mails.*—Not required to carry mails.

*Distance.*—St. John to London, via Halifax, 2,959 miles.



## SESSIONAL PAPER No. 10e

## DESCRIPTION OF STEAMERS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Accommodation.	N.H.P.	Speed.	BUILT.		
	Length	Breadth.	Depth.	Net.	Gross.	Capacity					At.	In.	Of.
	Ft.	Ft.	Ft.										
Lake Michigan.....	469.5	56.2	31.9	5,340	8,200	8,000	Nil.	Nil.	722	12	Wallsend....	1902	Steel.
Montezuma.....	485.0	59.0	30.5	5,358	8,360	8,000	Nil.	Nil.	660	12	Linthouse..	1899	Steel.
Montreal.....	469.5	56.2	31.9	5,552	8,644	8,000	Nil.	7,016	702	12	Wallsend.....	1900	Steel.
Mount Temple.....	485.0	59.0	30.4	6,661	8,790	8,000	Nil.	Nil.	694	12	Walker-on-Tyne	1901	Steel.
Montfort.....	445.0	52.2	27.8	4,126	6,578	9,000	1000	24,785	731	12	Newcastle...	1899	Steel.
Mount Royal.....	470.0	56.0	32.0	5,296	7,998	11,000	1000	Nil.	608	10	Newcastle.....	1898	Steel.

## TRAFFIC RETURNS.

Calendar Year.	Number of Round trips run.	Number of passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907....	12	12,409	100,451	Not stated.	Not stated.	\$15,000
1908..	12	6,506	104,695	8,033	Nil.	15,000
1909..	10	2,659	112,100	5,788	Nil.	12,500
1910.....	12	5,648	128,761	2,218	Nil.	15,000
1911.....	12	9,514	121,627	6,657	Nil.	15,000
1912.....	16	6,488	106,172	1,127	Nil.	15,000
1913.....	10	4,411	110,314	Nil.	Nil.	15,000
1914...	9	1,778	90,666	Nil.	Nil.	13,500
1915.....	No service was performed.					
1916..	No service was performed.					

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons weight.	Tons meas't	Value \$	Tons weight.	Tons meas't	Value \$	Tons weight.	Tons meas't.	Value \$
1912.....	51,337	24,006	3,029,377	5,649	Nil.	1,811,594	56,986	24,006	4,840,971
1913.....	63,811	7,670	2,638,302	5,103	Nil.	1,141,916	68,914	7,670	3,780,218
1914.....	53,221	2,154	2,572,074	11,691	Nil.	4,418,718	64,912	2,154	6,720,792
1915.....	No service was performed.								
1916.....	No service was performed.								

## PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Lumber, asbestos, oats, wool, wheat, flour, apples, cereal foods, acetone, apple waste, evaporated apples, flour meal and feed, wood alcohol, oil cake, cheese, aluminum ingots, furs, seed, flax, hay, salmon, tobacco cuttings, bacon, cheese, leather, cobalt nickel residue, and machinery.

*Of United States Origin.*—Oil, alcohol, skins, cattle, sheep, meats, lard, automobiles, hops, clay pigeons, casings, leather waste, lumber, washboards, flour, dried plums, gas engines, lawn mowers, caustic soda and scouring powder.



7 GEORGE V, A. 1917

## ST. JOHN, HALIFAX AND LONDON.

FURNESS, WITTH &amp; COMPANY,

Contract No. 6.

T. &amp; C. File No. 16076.

*Vote 159.—Steam Service between St. John, Halifax and London—*

1916-17.. . . . .	\$25,000
1917-18.. . . . .	25,000

*Contractors.*—Furness, Withy & Co., Ltd., of Liverpool, England.  
(Canadian address: Montreal, Que.)

*Contract Dated.*—March 22, 1916.*Duration of Contract.*—April 1, 1916, to March 31, 1917.

*Service.*—Sailing at regular intervals of not over 15 days, or during the fruit shipping season at intervals of ten days if so required by the Minister.

*Ports of Call.*—St. John, Halifax and London.*Speed Required.*—12 knots, when carrying fruit.*Subsidy.*—\$25,000, payable quarterly in July, October, January and April.

*Ventilation.*—All steamers must be fitted with ventilated accommodation for carrying perishable cargo, such as apples or other fruit, cheese and provisions, provided with electric or steam driven ventilating fans. Such appliances shall be operated at all times when cargo is on board.

*Carriage of Fruit.*—The steamers are not to carry in any hold, or between any decks, more than five tiers of barrels of apples or other fruit, unless they are stowed in such manner as to relieve any tier from the weight of more than four other tiers.

*Supervision of Handling.*—The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose should the Minister of Agriculture for Canada deem it advisable.

*Rebates.*—The rate per barrel on apples from Halifax to London shall be the same to all persons under the same conditions, and no rebates shall be given to any Canadian exporter in preference to another.

*Mails.*—To be carried free.*Canadian Trade Commissioners.*—To be carried free.*Intercolonial Railway Clause.*—Included.*Distance.*—St. John to London, 2,900 miles.



SESSIONAL PAPER No. 10e

## DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.  C. Ft.	N.H.P.	Speed.  Kts	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of.
	Ft.	Ft.	Ft.												
Kanawha.....	370	44	31.6	2,488	3,884	5,610	Nil.			Nil.	491	13	Linthouse...	1893	Steel
Shenandoah...	370	44	31.6	2,492	3,886	5,610	Nil.			Nil.	491	13	Linthouse...	1893	Steel
Rappahannock	370	44	31.6	2,488	3,884	5,500	Nil.			Nil.	485	13	Linthouse...	1893	Steel
Sachem.....	445.5	46.2	34.4	3,337	5,204	6,800	52			Nil.	591	12	Belfast.....	1893	Steel
Messina.....	383.3	49.0	29.0	2,757	4,271	7,500	Nil.			Nil.	372	11	Newcastle..	1911	Steel

## TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Number of passengers Carried.	Tons of Freight Carried.		Live Stock.	Mails.	Subsidy Paid.
1907. ....	34	17	172,358		Not stated.	Not stated.	\$19,250
			Weight	Meas.			
1908.....	29 $\frac{1}{2}$	62	55,909	101,405	651	Nil.	25,000
1909. ....	28 $\frac{1}{2}$	105	77,815	87,505	Nil.	Nil.	25,000
1910. ....	26 $\frac{1}{2}$	204	70,046	82,125	Nil.	Nil.	25,000
1911.....	28	173	33,304	113,067	1	Nil.	25,000
1912.....	26	115	67,627	115,696	4	Nil.	23,660 71
1913.....	25	117	76,038	98,701	Nil.	Nil.	25,000
1914.....	23	144	67,720	83,060	Nil.	Nil.	20,312.49
1915.....	19	27	69,005	134,883	Nil.	Nil.	19,791.66
1916 .....	18	In..... 5 Out..... 41	10,876 45,540	14,500 69,076	Nil. Nil.	Nil. Nil.	18,750
		Total.... 46	56,416	83,576	Nil.	Nil.	

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES AND WEST INDIAN ORIGIN.			TOTAL.		
	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$	Tons weight	Tons meas't.	Value \$
1912.....	38,126	11,165	3,224,555	125	251	27,307	38,251	111,419	3,251,862
1913.....	47,817	81,583	3,694,928	2,903	1,280	188,204	50,720	82,863	3,883,132
1914.....	46,982	70,034	3,358,798	1,190	818	422,845	48,172	70,852	3,781,643
1915.....	51,423	107,862	5,572,266	8,613	12,246	7,567,874	60,036	120,109	13,140,140
1916 .....	36,577	68,859	4,907,239	8,963	217	3,903,981	45,540	69,076	8,811,220



7 GEORGE V, A. 1917

## PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Wheat, lumber, skewers, tanning extract, canned lobsters, cheese, carbolic acid, apples, canned apples, cider, sardines, furs, seal oil, glue, dowels, shingles, wood shanks, canned salmon, war munitions, wood pulp, brooms, whisks, flour, nails, auto-tires and hospital supplies.

*Of United States Origin.*—Lobsters, cocoanuts, rum, lumber, hops, wood alcohol, war munitions, fish glue, lard, meats, leather, auto engines and motor cars.

*Of West Indian Origin.*—Tea, coffee, cocoa beans, rum, sugar, honey, pimentos, cocoanuts, lime juice, tallow, wax, sponges, fustic, fancy woods, and arrowroot.



# PACIFIC OCEAN SERVICES.







CANADA AND AUSTRALIA OR NEW ZEALAND.

UNION STEAMSHIP COMPANY OF NEW ZEALAND, LTD.

Contract No. 27.  
T. & C. File No. 16490.

Vote 160.—*Steam Service between Canada and Australia or New Zealand, or both, on the Pacific Ocean—*

1916-17.. . . . .	\$180,509
1917-18.. . . . .	\$180,509

*Contractors.*—The Union Steamship Co., of New Zealand, Ltd.  
(Canadian address: Canadian Australasian Royal Mail Line, 440 Seymour Street, Vancouver, B.C.)

*Contract Dated.*—July 12, 1916.  
*Duration of Contract.*—August 1, 1916, to July 31, 1917.

*Service.*—Sailing every four weeks.

*Ports of Call.*—Vancouver, B.C., Victoria, B.C., Honolulu, in the Sandwich Islands, Suva, in the Fiji Islands and Auckland, N.Z.

If required by the Minister, each voyage from Canada to New Zealand shall be extended to a port or ports in Australia.

The call at Suva is conditional upon the Government of Fiji also continuing their contract for a like period and on the same terms as heretofore, and also upon their maintaining the same charges for light and other dues levied on ships employed in the service.

*Speed required.*—Duration of voyage is not to exceed 20 days, including one day's detention at Honolulu.

*Subsidy.*—£27,090 18s. 2d. per annum.

Provided that the contractors shall be entitled to receive such subsidy as the Governments of New Zealand and Fiji may pay towards the service; and also the Government of Australia, should the service be extended to that Commonwealth.

*Deductions from Subsidy.*—£30 are to be deducted from the amount of subsidy payable on each claim for every complete period of twenty-four hours by which the time occupied in conveyance of the mails between Auckland and Vancouver has exceeded twenty days.

*Preference to Canadian Shippers.*—No discrimination as regards freight or passenger rates is to be made against Canadian ports, railways, merchants or shippers. Canadian merchants and shippers are to have preference at all times for the carriage of their goods over other merchants and shippers, as far as regards the Canadian connection.

*Mails.*—To be carried free.  
*Canadian Trade Commissioners.*—To be carried free.

DISTANCES.		Miles.
Vancouver to Victoria.. . . . .		85
Victoria to Honolulu.. . . . .		2,342
Honolulu to Suva, Fiji.. . . . .		2,799
Suva to Auckland.. . . . .		1,140
Total.. . . . .		6,366



7 GEORGE V, A. 1917

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of.
	Ft.	Ft.	Ft.							Cu.ft.					
Makura.....	480	58	35	4,920	8,200	3,000	270	114	72	14,985	2,035	16½	Glasgow.....	1908	Steel.
Niagara....	542	66	37.6	7,581	13,444	3,800	289	210	276	63,200	*12,500	17½	Clydebank.	1913	Steel.

\*Indicated Horse Power.

TRAFFIC RETURNS.

Calendar Year.	Round Trips.	Passengers Carried.	Freight Carried.	Live Stock.	Mails.		Subsidy Paid.
		Number.	Tons.				\$ cts.
1907.....	10	4,687	30,684	Not stated.	Not stated.		138,853 10
1908.	13	5,707	22,110	"	"		222,164 96
					Lock bags.	Tied bags	(Part of this is on account of 1907 ser- vice).
1909 .	12	5,397	45,453	47	10,727	428	180,509 00
1910.....	13	6,153	60,615	15	12,558	601	180,509 00
1911.....	13	6,445	59,756	Nil.	11,832	950	180,509 00
1912.....	13	6,173	43,997	34	15,301	183	180,509 00
1913.....	13	6,734	42,168	13	14,038	1,703	180,509 00
1914.....	12½	5,886	42,615	76	15,338	907	173,566 36
1915 .	13	4,366	48,827	8	20,845	936	180,509 00
1916. .	13	In.... 2,391 Out... 1,920	22,051 37,546	Nil. Nil.	9,066 13,215	385 368	180,509 00
		Total. 4,311	59,597	Nil.	22,281	753	



## SESSIONAL PAPER No. 10e

## ORIGIN, QUANTITY AND VALUE OF FREIGHT EXPORTED FROM CANADA.

Calendar Year.	To	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
		Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.	Tons Weight.	Tons Measurement.	Value.
1912	Auckland...	1,599	Nil.	\$ 263,581	1,136	Nil.	\$ 535,463	2,833	Nil.	\$ 799,044
	Suva .....	2,604	Nil.	115,075	237	Nil.	50,858	2,841	Nil.	165,933
	Honolulu...	203	Nil.	26,654	Nil.	Nil.	Nil.	203	Nil.	26,654
	Sydney.....	4,960	Nil.	501,731	3,991	Nil.	1,460,089	8,952	Nil.	1,961,820
	Total.....	9,366	Nil.	907,041	5,364	Nil.	2,046,410	14,829	Nil.	2,953,451
1913	Auckland...	200	3,167	245,877	1,206	964	629,541	1,406	4,131	875,418
	Suva .....	113	3,646	121,949	106	142	41,240	219	3,788	163,189
	Honolulu...	175	40	25,977	1	—	337	176	40	26,314
	Sydney.....	530	5,699	383,609	3,260	2,263	1,681,011	3,790	7,962	2,064,620
	Total.....	1,018	12,552	777,412	4,573	3,369	2,352,129	5,591	15,921	3,129,541
1914	Auckland...	967	2,434	285,999	861	1,054	535,646	1,828	3,488	831,645
	Suva.....	138	3,901	128,844	87	160	42,276	225	4,061	171,120
	Honolulu...	136	36	25,748	Nil.	Nil.	Nil.	136	36	25,748
	Sydney.....	2,377	8,737	585,927	2,916	1,421	1,595,831	5,293	10,158	2,181,758
	Total....	3,618	15,108	1,026,518	3,864	2,635	2,173,753	7,482	17,743	3,200,271
1915	Auckland...	4,482	2,450	509,051	614	1,356	433,939	5,096	3,806	942,990
	Suva.....	1,045	2,861	176,329	142	217	44,213	1,187	3,078	220,542
	Honolulu...	2	2	923	—	—	—	2	2	923
	Sydney.....	2,765	5,700	927,085	1,722	4,500	1,483,945	4,487	10,200	2,411,030
	Total.....	8,294	110,513	1,613,388	2,478	6,073	1,962,097	10,772	17,086	3,575,485
1916	Auckland...	3,084	4,604	645,970	409	3,405	511,380	3,493	8,009	1,157,350
	Suva.....	910	1,850	160,285	79	687	88,275	989	2,537	248,560
	Honolulu...	1	36	3,602	—	—	—	1	36	3,602
	Sydney.....	3,525	9,533	1,380,367	580	8,843	1,707,840	4,105	18,376	3,088,207
	Total.....	7,520	16,023	2,190,224	1,068	12,935	2,307,495	8,588	28,958	4,497,719

## PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Canned salmon, fresh fruit (in cold storage), potatoes, onions, leather and rubber goods, lumber, codfish, whisky, bicycles and parts thereof, chairs, corsets, suspenders, sewing machines, hardware and machinery.

*Of United States Origin.*—Drugs, sewing machines, automobiles, gas engines and other machinery, soap and scouring powders, leather and rubber goods, cash registers and scales, cereal foods, telephone material, adding machines, vacuum cleaners, motor cycles, and corsets.



7 GEORGE V, A. 1917

CANADA, CHINA AND JAPAN.

THE CANADIAN PACIFIC RAILWAY CO.

Contract No. 39.  
T. & C. File No. 16139.

Vote 161.—*Steam service between Canada, China and Japan—*

1916-17—Voted. . . . .	\$253,333 34
Authorized by statute (1-2, Geo. V, Chapter 25) . . . . .	121,666 66
	<hr/> \$375,000 00
1917-18—To be voted. . . . .	\$253,333 34
Authorized by statute. . . . .	121,666 66
	<hr/> 375,000 00

*Contractors.*—The Canadian Pacific Railway Company, of Montreal, Que.

*Date of Contract.*—April 13, 1916.

*Duration of Contract.*—March 1, 1916, to March 31, 1917.

*Service and Ports of Call.*—Subsidy is paid for a mail service every two weeks in each direction all the year round, between Atlantic and St. Lawrence River ports in Canada, and Hong-Kong, China, via Halifax or St. John (in winter) or Quebec (in summer) and Vancouver.

On the voyages in each direction between Vancouver and Hong-Kong the steamers must call at Yokohama on every trip; and at Woo Sung (for Shanghai) on every east-bound trip, and at least once on each alternate westbound trip. They may also call, at the option of the company, at Victoria, Nagasaki, Kobe, Shimidzu and Mauiia; and at Amoy or other ports in China.

During the winter months the contractors are not to be held responsible for delays to mails in transit over the Intercolonial Railway between Halifax and Montreal, provided such delays are solely due to the management of the Intercolonial Railway, or resulting from causes beyond the control of the said railway or the contractors.

*Annual overhaul.*—Any of the steamships engaged in this service may be laid off for annual overhaul, provided that substitute steamers are approved of by the Minister of Trade and Commerce, at or before the time of such withdrawal.

*Landing and embarking mails at Shanghai.*—The contractors shall supply a small steam vessel at Shanghai for the purpose of landing and embarking mail to and from steamers lying at the anchorage at the mouth of the Woosung River.

*Mails.*—To be carried free.

*Periods of Transit.*—All mails conveyed under this contract shall be carried between Canada and Hong-Kong, in either direction, as expeditiously as possible under existing circumstances brought about by the war.

*Canadian Trade Commissioners.*—To be carried free.

*Passenger and Freight Rates.*—No toll or rate for either passengers or freight shall be charged which discriminates against Canadian passengers, merchants or shippers or against one or more of the Canadian ports on the Pacific Ocean, nor shall such rates for either passengers or freight be in excess of the rates charged on steamships of a similar class from United States ports on the Pacific Coast.



SESSIONAL PAPER No. 10e

*Subsidy.*—\$350,000 per annum.

	DISTANCES.	Miles.
Vancouver to Yokohama.. . . . .		4,283
Yokohama to Kobe.. . . . .		346
Kobe to Nagasaki.. . . . .		384
Nagasaki to Woosung.. . . . .		448
Woosung to Hong Kong.. . . . .		810
Hong Kong to Manila.. . . . .		628
Total.. . . . .		6,899

## DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMO- DATION.			Refrigerator Space.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	3rd Class.	4th Class.				At	In	Of
	Ft.	Ft.	Ft.								Cu. f. t.				
Empress of Asia.....	570.1	68.2	42	8,883	16,909	3,500	296	84	800	Nil.	*21,000	18	Glasg'w	1913	Steel.
Empress of Russia.....	570.2	68.2	42	8,789	16,810	3,500	296	84	800	Nil.	*21,000	18	Glasg'w	1913	Steel.
Empress of Japan.....	455.6	51.2	33.1	3,039	5,940	3,000	200	40	1000	Nil.	1,167	15	Barrow.	1891	Steel.
Monteagle.....	445.0	52.2	27.7	3,953	6,163	5,500	Nil.	97	1000	24,785	705	12	Barrow.	1899	Steel.

\*Indicated Horse Power. Turbine engines.

## TRAFFIC RETURNS.

Calendar Year.	No. Round Trips Run.	Number of Passengers Carried.			Tons. of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
		1st Class.	3rd Class.	4th Class.	Weight.	Measure-ment. -		Lock Bags.	Tied Sacks.	
										\$ cts.
1908.....		1,282	867	10,185	21,296	42,110	Nil.	25,733	Nil.	108,770 00
1909.....		1,106	767	8,239	26,712	Nil.	Nil.	18,158	7,382	121,301 64
1910.....	19½	1,578	942	9,975	10,952	*72,538	Nil.	28,133	4,038	120,855 55
1911.....	12½	1,126	741	7,030	Nil.	40,332	Nil.	19,914	Nil.	121,666 68
1912.....	16	619	1,330	9,669	47,233	Nil.	Nil.	27,426	Nil.	120,855 55
1913.....	19	1,630	1,120	10,821	58,314	Nil.	Nil.	29,561	Nil.	118,038 95
1914.....	15	1,542	734	5,363	40,403	75,179	Nil.	6,515	2,956	167,435 84
1915.....	4½	437	201	2,048	27,766	43,402	Nil.	2,148	426	
1916.....	22½	In . 3,000	962	3,717	47,957	102,717	Nil.	12,584	3,746	182,291 66 to Sept. 30, 1916.
		Out. 3,140	729	4,648	57,651	85,998	Nil.	33,821	29,361	
Total		6,140	1,691	8,365	105,608	188,715	Nil.	46,405	33,107	

\* And 2,828,034 ft. lumber.

This service was interrupted, owing to the war, in August, 1914, and resumed in March, 1916.



7 GEORGE V, A. 1917

ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Weight. Tons	Measure- ment. Tons	Value. \$	Weight. Tons	Measure- ment. Tons	Value. \$	Weight. Tons	Measure- ment. Tons	Value \$
May 4 to Dec. 31, 1916..	Nil.	13,956	870,337	Nil.	52,403	10,651,248	Nil.	66,359	11,521,585

PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Automobiles, aluminium, drugs and chemicals, provisions, spelter and hardware.

*Of United States Origin.*—Automobiles, aluminium, dry goods, boots and shoes, hardware, machinery, provisions, tobacco, drugs, leather, tin plate, iron and steel, electrical goods and rubber goods.

PRINCE RUPERT, B.C., AND QUEEN CHARLOTTE ISLANDS.

THE UNION STEAMSHIP COMPANY OF BRITISH COLUMBIA.

Contract No. 61.  
T. & C. File No. 16026.

<i>Vote 162.—Steam Service between Prince Rupert, B.C., and Queen Charlotte Islands—</i>		
1916-17..	.....	\$16,000
1917-18..	.....	\$16,000

*Contractors.*—The Union Steamship Co. of British Columbia, Ltd., Vancouver, B.C.

*Date of Contract.*—March 6, 1916.

*Duration of Contract.*—April 1, 1916, to March 31, 1917.

*Service and Ports of Call.*—Two round trips each month from Prince Rupert, B.C., calling at Port Simpson, Arrandale, Kincolith, Anyox and Stewart on the mainland; Refuge Bay (on Porcher Island), and Masset, Port Clements, Sandspit, Skidegate, Queen Charlotte, Jedvay and Ikeda on Queen Charlotte Islands; and returning to Prince Rupert; calling once each month at Lockeport.

*Speed Required.*—Not stated.

*Subsidy.*—\$16,000 per annum, payable quarterly in July, October, January and April.

*Mails.*—To be carried free.

*Government Wharves.*—Steamer must call whenever possible



SESSIONAL PAPER No. 10e

## DISTANCES.

		Miles	
Prince Rupert	to Masset.....	85	
Masset	" Port Clements.....	26	
Port Clements	" Masset.....	26	
Masset	" Prince Rupert.....	85	222
Prince Rupert	" Refuge Bay.....	20	
Refuge Bay	" Sandspit.....	77	
Sandspit	" Skidegate.....	5	
Skidegate	" Queen Charlotte City.....	2	
Queen Charlotte City	" Ikeda.....	100	
Ikeda	" Jedway.....	10	
Jedway	" Lockeport.....	43	
Lockeport	" Prince Rupert.....	128	385
Prince Rupert	" Port Simpson.....	34	
Port Simpson.	" Arrandale.....	32	
Arrandale	" Kincolith.....	2	
Kincolith	" Anyox.....	30	
Anyox	" Stewart.....	94	
Stewart	" Prince Rupert.....	124	316
			923

## DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.									
Camosun.....	192.7	35.2	14.9	794	1,369	713	350	224	14	Paisley.....	1905	Steel.
Venture.....	180.4	32.1	17.0	580	1,011			171		Old Kilpatrick...	1910	Steel.
Prince Albert.....	232	30	14.1	587	1,015			170		Hull.....	1892	Steel.
Prince John.....	185.3	29.6	10.9	540	905			103		Bowling.....	1910	Steel.

## TRAFFIC RETURNS.

Calendar. Year.	No. of Round trips run.	Passengers Carried.	FREIGHT.		Live Stock.	MAILS.		Subsidy Paid.
			Tons Weight.	Tons Measure- ment.		Lock Bags.	Tied Sacks.	
								\$ cts.
Nov. to Dec. 31, 1909...	2	61	346	57	Nil.	39	21	400 00
910.....	39	3,097	2,089	2,674	4	1,000	599	7,200 00
911.....	40	5,372	2,105	1,951	1	1,496	1,140	8,200 00
912.....	44	5,910	3,250	4,081	60	1,328	1,957	8,200 00
913.....	40	4,588	3,923	*245 M ft.	124	2,359	1,585	8,000 00
14.....	35	3,175	2,695	*11 M ft.	40	1,780	1,570	7,000 00
5.....	13	686	1,386	465	117	1,321	Nil.	7,333 33
16 . . . . .	25	In.... 833 Out .. 751	2,731 2,533	158 1,428	80 36	505 1,551	Nil. Nil.	16,000 00
		Total. 1,584	5,264	1,586	116	2,116	Nil.	

Lumber.



7 GEORGE V, A. 1917

VICTORIA AND SAN FRANCISCO.

PACIFIC COAST STEAMSHIP COMPANY.

Contract No. 10.  
T. & C. File No. 16077.

Vote 163.—*Steam service between Victoria and San Francisco—*  
1916-17... .. \$3,000  
1917-18... .. \$3,000

*Contractors.*—The Pacific Coast Steamship Co. of Seattle, Wash., U.S.A.  
(*Canadian Agents.*—R. P. Rithet & Co., Ltd., 1117, Wharf street, Victoria, B.C.)

*Date of Contract.*—March 24, 1916.

*Duration of Contract.*—April 1, 1916, to March 31, 1917.

*Service.*—Weekly.

*Ports of Call.*—Victoria, B.C., and San Francisco, U.S.A.

*Subsidy.* \$3,000 per annum, payable in quarterly instalments on the first days of July, October, January and April.

*Speed required.*—Not stated.

*Mails.*—To be carried free.

*Canadian Trade Commissioners.*—To be carried free.

*Distance.*—Victoria to San Francisco, 750 miles.

DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator space.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.							C.ft					
President.....	391	48.0	19.7	2,393	5,218	3,000	2	10	120	Nil.	601 15		Camden, N.J.....	1906	Steel.
Governor...	391	48.2	19.7	2,401	5,250	3,000	2	10	120	Nil.	679 15		Camden, N.J.....	1907	Steel.

NOTE.—A steamship service between Victoria and San Francisco, subsidized by the Dominion Government, is required under the terms of the agreement by which British Columbia entered Confederation.



SESSIONAL PAPER No. 10e

## TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.		Live Stock Carried	Mails Carried.		Subsidy Paid.
1907	72	2,048	6,768		Nil.	Not stated.		\$ 3,000 00
			Weight	Meas.		Lock Bags.	Tied Sacks	
1908	71	2,672	5,239	1,230	Nil.	79	Nil.	3,000 00
1909	57	1,930	2,163	5,225	Nil.	Nil.	Nil.	3,000 00
1910	55	1,970	2,130	6,230	Nil.	Nil.	Nil.	3,000 00
1911	56	2,050	2,596	5,936	Nil.	Nil.	Nil.	3,000 00
1912	52	2,612	6,197	8,654	Nil.	Nil.	Nil.	3,000 00
1913	52	3,791	4,779	7,306	Nil.	Nil.	Nil.	3,000 00
1914	54	3,630	3,534	4,386	Nil.	Nil.	Nil.	2,971 15
1915	52	4,307	1,955	2,435	Nil.	Nil.	Nil.	3,000 00
1916	47½	In.... 1,567 Out... 1,682	3,469 233	2,130 384	Nil. Nil.	Nil. Nil.	Nil. Nil.	2,769 23
		Total. 3,249	3,702	2,514	Nil.	Nil.	Nil.	

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.
			\$			\$			\$
1912	68	226	47,554	36	214	39,223	104	440	85,777
1913	63	385	68,418	2	178	17,474	63	563	85,892
1914	95	873	128,307	Nil.	87	10,911	95	960	139,218
1915	175	306	37,730	6	27	10,514	181	333	48,244
1916	212	370	51,323	21	14	4,901	233	384	56,224

## PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Liquors, automobiles, household goods, coal tar, rice meal, plants and bulbs.

*Of United States Origin.*—Empty cylinders.

## VICTORIA, VANCOUVER, WAYPORTS AND SKAGWAY.

## CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 28.

T. & C. File No. 16143.

*Vote 164.*—Steam service between Victoria, Vancouver, Wayports and Skagway—

1916-17... \$12,500

1917-18... \$12,500

*Contractors.*—Canadian Pacific Railway Co., Montreal, Que.

*Contract Dated.*—March 31, 1916.

*Duration of Contract.*—April 1, 1916, to March 31, 1917.



7 GEORGE V, A. 1917

*Service.*—Four complete round trips each month from June to October, inclusive; three complete round trips each month from March to May, inclusive; and two complete round trips each month from November to February, inclusive.

*Ports of Call.*—Victoria, Vancouver, Prince Rupert, Ketchikan, Juneau, and Skagway.

*Calls at United States Ports.*—Steamers are permitted to call at the United States ports mentioned in the preceding paragraph on outward trips only.

*Subsidy.*—\$12,500 per annum, payable quarterly in July, October, January and April.

*Mails.*—To be carried free.

DISTANCES.

	Knots.
Victoria to Vancouver.. . . .	73
Vancouver to Port Essington.. . . .	472
Port Essington to Prince Rupert.. . . .	27
Prince Rupert to Port Simpson.. . . .	36
Port Simpson to Ketchikan.. . . .	66
Ketchikan to Skagway .. . . .	307
Total.. . . .	981

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.			Refrigerator Space.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Princess May...	249.0	33.2	17.7	892	1,717	500	160	Nil.	70	Nil.	287	15	Newcastle-on-Tyne.....	1888	Steel.
Princess Sophia.	245.2	44.1	24.0	1,466	2,320	1,200	500	Nil.	Nil.	Nil.	366	14	Paisley.....	1912	"
Princess Alice..	289.0	46.0	17.0	1,903	3,099	500	500	Nil.	Nil.	Nil.	610	17½	Newcastle-on-Tyne.....	1911	"
Princess Charlotte.....	330 0	46 7	18.2	1,999	3,843	820	700	Nil.	Nil.	Nil.	725	20	Glasgow ..	1908	"



SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidies Paid.
1907.....		11,206			17,677		Not stated.	Not stated.		For all routes including Vancouver Island service. \$ 17,500 4,375
1908.....		27,625			23,446		264	13,281		
		1st Class.	2nd Class.	3rd Class.	Tons weight.	Tons Meas.		Lock Bags.	Tied Sacks	
1909.....		23,346	4,427	2,236	25,740	332	130	6,378	8,367	17,500
*1910.....		10,052	1,846	680	12,536	55	591	3,524	4,119	12,500
1911.....		7,096	1,311	665	8,469	626	85	2,785	6,579	12,500
1912.....	39	10,948	1,216	404	5,315	3,238	900	6,227	5,238	12,500
1913.....	40	12,292	1,416	548	6,409	1,372	482	3,460	9,118	12,500
1914.....	40	12,788	827	811	11,483	349	925	6,665	6,377	12,500
1915.....	40	6,020	601	249	10,818	597	1,521	5,067	7,703	12,500
1916.....	42	In.... 4,236	284	127	2,409	5	30	1,184	2,670	12,500
		Out... 3,402	156	72	11,097	175	1,209	2,177	11,537	
		Total. 7,638	440	199	13,506	180	1,239	3,361	14,207	

\*The above figures show traffic carried over routes "A" and "B" during 1907, 1908, and 1909. From 1910 onwards only route "A" has been subsidized, which accounts for the apparent decrease in traffic.

VICTORIA AND WEST COAST VANCOUVER ISLAND.

CANADIAN PACIFIC RAILWAY COMPANY.

Contract No. 63.  
T. & C. File 16138.

Vote 165.—Steam service between Victoria and West Coast Vancouver Island—  
1916-17... \$5,000  
1917-18... \$5,000

Contractors.—Canadian Pacific Railway Company, of Montreal, Que.

Date of Contract.—March 31, 1916.

Duration of Contract.—April 1, 1916, to March 31, 1917.

Service.—Four complete round trips each month from April to September, inclusive; the sailings during the said months to be every Tuesday, viz: two trips from Victoria to Clayoquot and way ports, one trip from Victoria to Quatsino and way ports, and one trip from Victoria to Holberg and way ports. For the balance of the year, three complete round trips each month; one to Holberg and way ports, one to Quatsino and way ports, and one to Clayoquot and way ports.

Ports of Call.—Victoria, Port Renfrew, Carmanah, Clo-oose, Bamfield, New Alberni, Sechart, Uchelet, Clayoquot, Christie School, Ahousat, Hesquiot, Friendly Cove, Whaling Station, Kyuquot, Winter Harbour, Quatsino, and Holberg; and, if sufficient business offers, at Dodge's Cove, Uchucklesit, Port Hughes and Neuchatlitz.



7 GEORGE V, A. 1917

*Speed Required.*—Not stated.

*Subsidy.*—\$5,000 per annum, payable quarterly in June, September, December and March.

*Mails.*—To be carried free.

DISTANCES.

	Knots.
Victoria to Port Renfrew.. . . . .	54
Port Renfrew to Carmanah.. . . . .	15
Carmanah to Cla-oose .. . . . .	5
Cla-oose to Bamfield.. . . . .	25
Bamfield to New Alberni.. . . . .	34
New Alberni to Sechart.. . . . .	34
Sechart to Ucluelet.. . . . .	12
Ucluelet to Clayoquot.. . . . .	26
Clayoquot to Christie's School... . . . .	3
Christie's School to Ahousaht.. . . . .	9
Ahousaht to Hesquoit.. . . . .	36
Hesquoit to Friendly Cove.. . . . .	25
Friendly Cove to Whaling Station.. . . . .	68
Whaling Station to Kyuquot.. . . . .	11
Kyuquot to Winter Harbour.. . . . .	45
Winter Harbour to Quatsino.. . . . .	22
Quatsino to Holberg.. . . . .	23
Total.. . . . .	447

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMO- DATION.			Refrigerator Space.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Tees.....	165	26	11	440	679	400	80	Nil.	Nil.	Nil.	99	9	Stockton-on-Tees.	1893	Steel.



SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of round trips run.	Passengers Carried.			Tons of Freight Carried.		Live Stock.	Mails.		Subsidy Paid.
1907.....	.....	.....	6,037	.....	8,999	.....	Not stated.	Not stated	.....	Included in amount of \$17,500 paid under previous vote.
1908.....	.....	.....	5,606	.....	10,480	.....	151	745	.....	
		1st Class.	2nd Class.	3rd Class.	Tons Weight.	Tons Meas.		Lock Bags.	Tied Sacks	
1909... ..	...	3,173	1,318	305	5,837	5,887	63	1,064	972	Included in amount of \$17,500 paid under previous vote. \$5,000
1910.....	.....	4,692	1,017	595	4,257	6,367	62	1,379	998	
1911.....	...	3,788	348	776	7,072	1,012	67	1,212	734	3,750
1912. . .	46	4,954	1,418	1,137	5,241	5,854	111	1,751	937	5,000
1913. . .	43	5,173	3,534	Nil.	1,100	7,292	73	2,057	940	5,000
1914.....	43	4,123	2,469	615	6,806	1,739	62	2,479	1,101	5,000
1915.....	42	2,984	916	605	7,442	5,382	40	2,936	898	5,000
1916 ...		In...1,613	658	Nil.	4,857	Nil.	12	757	573	5,000
		Out..1,662	685	Nil.	4,899	Nil.	8	1,474	1,244	
T't'l..		3,275	1,343	Nil.	9,756	Nil.	20	2,231	1,817	

VANCOUVER AND NORTHERN BRITISH COLUMBIA PORTS.

THE UNION STEAMSHIP CO. OF BRITISH COLUMBIA, LTD.

Contract No. 18.  
T. & C. File No. 16650.

Vote 166.—Steam service between Vancouver and Northern ports of British Columbia  
1916-17... .. \$16,800  
1917-18... .. \$16,800

Contractors.—The Union Steamship Company of British Columbia, Ltd., Vancouver, B.C.

Date of Contract.—August 31, 1916.

Duration of Contract.—April 1, 1916, to March 31, 1917.

Service and Ports of Call.—Regular sailings throughout the year from Vancouver to Anyox (Granby Bay), on Observatory Inlet, making—

- (a) Two calls each way each week at Campbell River and Quathiasca Cove.
- (b) Two calls northbound and one southbound each week at Sointula.
- (c) One call each way each week at Alert Bay, Bella Bella, Bella Coola, Claxton, Ocean Falls, Namu, Port Hardy, Port Simpson, Prince Rupert, Shushartie Bay, Swanson Bay, and Warke Island (Butedale), and weather permitting at Squash.



7 GEORGE V, A. 1917

(d) One call each week at Anyox, Takush Harbour, Arrandale, Kincolith, Mill Bay, Oceanic, Inverness, Port Essington, Wadham's and Hartley Bay.

(e) One call one way every two weeks during summer and every four weeks during winter at Smith's Inlet.

(f) One call one way every four weeks at Kitimat (alternating with launch service every four weeks provided by the company between Hartley Bay and Kitimat.

(g) During the summer season one call one way each week at Calvert Island, China Hat, Lowe Inlet, Rivers Inlet and Schooner Passage, and every two weeks in winter.

(h) During the summer season only one call one way every two weeks at Kimsquit.

Under the present service to Bella Coola by the steamer making that place the terminal, one call per week suffices. Four calls are made by the steamer operating through to Prince Rupert; calls must be made each way each week.

Speed required.—Not stated.

Subsidy.—\$16,800 per annum, payable quarterly in July, October, January and April.

Mails.—To be carried free.

Government Wharves.—Steamers must call whenever possible.

DISTANCES

	Miles.		Miles.
Vancouver to Campbell River.....	101	Ocean Falls to Bella Bella.....	28
Campbell River to Quathiasca Cove.....	2	Bella Bella to China Hat.....	39
Quathiasca Cove to Alert Bay.....	81	China Hat to Swanson Bay.....	24
Alert Bay to Sointula.....	5	Swanson Bay to Butedale.....	13
Sointula to Suquash.....	9	Butedale to Hartley Bay.....	28
Suquash to Port Hardy.....	12	Hartley Bay to Kitimat.....	40
Port Hardy to Shushartie Bay.....	19	Hartley Bay to Lowe Inlet.....	21
Shushartie Bay to Takush Harbour.....	39	Lowe Inlet to Claxton.....	41
Takush Harbour to Smith's Inlet.....	12	Claxton to Port Essington.....	9
Smith's Inlet to Wadham's.....	26	Port Essington to Inverness.....	12
Wadham's to Rivers Inlet Cannery.....	14	Inverness to Oceanic.....	7
Rivers Inlet Cannery to Schooner Passage.....	13	Oceanic to Prince Rupert.....	14
Schooner Passage to Safety Cove.....	15	Prince Rupert to Port Simpson.....	34
Safety Cove to Namu.....	22	Port Simpson to Arrandale.....	32
Namu to Bella Coola.....	59	Arrandale to Kincolith.....	2
Bella Coola to Kimsquit.....	53	Kincolith to Mill Bay.....	5
Kimsquit to Ocean Falls.....	57	Mill Bay to Anyox.....	33

921

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.		Refrigerator space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.				At	In	Of
	Ft.	Ft.	Ft.											
Chelohsin...	175.5	35.1	15.7	597	1,133	460	Nil.	Nil.	Nil.	131	13	Dublin.....	1911	Steel.
Vancouver...	189.4	32.0	17.0	580	1,011	500	70	200	Nil.	171	12	Glasgow...	1910	"
Coquitlam..	120	22.2	9.6	166	253	357	Nil.	Nil.	Nil.	28	7 1/2	Vancouver..	1891	"
Camosun. . .	192.7	35.2	14.9	794	1,369	713	150	200	Nil.	224	14	Paisley.....	1905	"
Chatham.. .	157.1	32.1	13.5	520	962				Nil.	151		Ayr .....	1908	"
Prince John.	185.3	29.6	10.9	540	905				Nil.	103		Bowling ..	1910	"



SESSIONAL PAPER No. 10e

## TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips.	Passen- gers Carried.	TONS OF FREIGHT CARRIED.		Live Stock.	Mans.		Subsidy Paid.
			Weight.	Measure- ment.		Lock Bags.	Tied Sacks.	
Apr. 1 to Dec. 31, 1912.....	217	19,600	26,451	11,157	928	7,472	Nil.	\$ 7,500
1913.....	189	19,328	99,106	45,433	791	8,042	2,828	15,100
1914.....	209	21,167	31,291	10,600	518	17,256	Nil.	16,800
1915.....	189	15,126	30,627	8,541	602	13,831	Nil.	16,800
1916.....	241	In.. 7,272	19,475	2,627	113	6,561	Nil.	16,800
		Out. 14,152	15,075	12,111	249	10,403	Nil.	
		Tt' 21,424	34,550	14,738	362	16,964	Nil.	







## LOCAL SERVICES.







BADDECK AND IONA.

THE BADDECK STEAMSHIP COMPANY, LIMITED.

Contract No. 25.  
T. & C. File 16145.

Vote 167.—*Steam service between Baddeck and Iona—*  
1916-17... .. \$5,825  
1917-18... .. \$5,825

*Contractors.*—The Baddeck Steamship Company, Ltd., of Baddeck, N.S.  
*Contract Dated.*—April 18, 1916.

*Duration of Contract.*—April 1, 1916, to March 31, 1917.

*Service.*—Two full round trips daily, during open navigation.

*Ports of Call.*—Baddeck, Iona, McKay's Point and Grand Narrows; calling at Kempt Head on the Western end of Boularderie Island on trips from Baddeck to Grand Narrows; such calls to be made only on those days on which the steamer *Marion* makes her westbound trip from Sydney to Whycocomagh.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$5,825 per annum, payable quarterly, in July, October, January and April.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Baddeck to Iona.. . . . .	12
" Grand Narrows.. . . . .	20
" McKay's Point... . . . .	10
" Kempt Head.. . . . .	5
Distance between terminal points.. . . . .	20

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed—Knots.	BUILT		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft	Ft.	Ft.									
Blue Hill. . . . .	135	18	7	92	195		500	38	12	East Boston, U.S.A.	1887	Wood



TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Passengers Carried.	Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied Sacks.	
1907...		4,377	1,240	Not stated	Not stated	Not stated	\$ c. 5,825 00
1908...	621	5,147	784	112	2,270	2,680	5,450 00
1909...	496	5,680	948	101	2,850	2,775	5,825 00
1910...	470	4,895	902	249	3,101	3,006	5,825 00
1911...	640	4,311	689	120	2,522	2,939	5,825 00
1912...	480	3,048	573	74	2,892	3,377	5,825 00
1913...	534	4,754	873	86	3,173	3,938	5,825 00
1914...	500	4,468	782	98	3,227	4,801	5,825 00
1915...	598	4,156	824	54	3,065	4,200	5,728 32
1916...	510	In...1,790 Out 1,673	597 192	— —	1,527 1,507	3,703 1,283	5,750 64
		Total 3,463	789	—	3,034	4,986	

From 1907 to 1915, inclusive, and during the quarter ended March 31, 1916, the service was performed by the Victoria Steamship Co., of Baddeck, N.S., and their proportion of the subsidy shown above for 1916 was \$1,475.

CHARLOTTETOWN, VICTORIA AND HOLLIDAY'S WHARF.

THE ISLAND TUG CO., LIMITED.

Contract No. 74.  
T. & C. File 16060.

Vote 168.—Steam service between Charlottetown, Victoria and Holliday's Wharf—  
1916-17... .. \$2,500  
1917-18... .. \$2,500

Contractors.—The Island Tug Co., Ltd., of Charlottetown, P.E.I.  
Date of Contract.—March 3, 1916.

Duration of Contract.—From the opening to the close of navigation, 1916.

Service.—Two round trips each week from the opening of navigation until October 1, and thereafter one round trip until the close of navigation, to Victoria, and two round trips each week throughout the season of navigation to Holliday's Wharf, East River, West River, China Point, Orwell and Orwell Cove.

Subsidy.—\$2,500, of which half is payable on August 1, and the balance at the close of navigation.  
Government Wharves.—Steamer must call whenever possible.  
Mails.—To be carried free.

DISTANCES.

	Miles.
Charlottetown to Holliday's.. . . .	17
Holliday's to China Point.. . . .	2½
China Point to Brush Wharf... . .	½
Charlottetown to Victoria.. . . .	28
" Hickey's Wharf.. . . .	11
Hickey's to Haggerty's.. . . .	3
Haggerty's to Hayden's... . .	1
Charlottetown to McEwen's... . .	8
McEwen's to West River Bridge.. . . .	2
Total.. . . .	73



SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
Harland ..	113	27	6-7	217	352	50	286	33	10	Shelburne, N.S.	1908	Wood

TRAFFIC RETURNS.

	No. of round trips run.	No. of Passengers carried.	Barrels of Freight carried.	Live Stock.	Mail Bags.	Subsidy Paid.
1913.....	273	12,534	31,331	1,088	Nil.	\$2,500
1914....	251	13,232	33,050	1,617	Nil.	2,500
1915.....	255	13,165	31,041	1,053	Nil.	2,500
1916.....	234	In.....5,144	20,059	1,498	Nil.	2,500
		Out....5,015	15,839	30		
		Total.10,159	35,898	1,528		

FROUDE'S POINT AND LOCKEPORT, N.S.

MUNICIPAL CORPORATION OF THE TOWN OF LOCKEPORT, N.S.

Contract No. 22.

T. & C. File No. 16481.

Vote 169.—Steam service between Froude's Point and Lockeport, N.S.—

1916-17.. . . . .	\$600
1917-18.. . . . .	\$600

Contractors.—The Municipal Corporation of the town of Lockeport, N.S.

Contract Dated.—May 8, 1916.

Duration of Contract.—April 1, 1916, to March 31, 1917.

Service.—Not less than twelve round trips each week, all the year round.

Ports of Call.—Lockeport, Rockland and Froude's Point, N.S.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$600 per annum; \$300 payable on October 1, and balance upon the completion of the service.

Mails.—To be carried free.

DISTANCES.

	Miles.
Lockeport to Rockland.. . . . .	2½
Rockland to Froude's Point.. . . . .	1½
Total.. . . . .	4



7 GEORGE V, A. 1917

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.		Passenger Accommodation.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.				At.	In.	Of.
D. D. Mann...	Ft. 73	Ft. 21.5	Ft. 4.25	88	130	40	13	9	Shelburne, N.S	1907	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags	Tied Sacks.	
1908. ....	875	6,625	1,170	Nil.	3,768	1,890	\$600 00
1909.....	885	6,471	1,715	Nil.	4,300	1,680	636 66
1910....	780	6,629	2,140	Nil.	4,880	1,690	600 00
1911.....	790	6,966	1,770	Nil.	4,880	1,380	600 00
1912.....	790	6,795	2,857	Nil.	4,880	1,380	600 00
1913.....	790	8,014	4,764	Nil.	4,880	1,380	600 00
1914.....	790	7,912	5,031	Nil.	4,880	1,380	600 00
1915.....	790	6,381	6,301	Nil.	4,880	1,380	600 00
1916.....	790	In.....2,974	3,167	Nil.	2,440	690	} 600 00
		Out....2,744	3,338	Nil.	2,440	690	
		Total..5,718	6,505	Nil.	4,880	1,380	

GASPE BASIN AND DALHOUSIE OR CAMPBELLTON.

HENRY M. EVANS.

Contract No. 15.  
T. & C. File No. 16206.

Vote 170.—Steam service from the opening to the closing of navigation in 1917, between Gaspé Basin and Dalhousie or Campbellton.

1916-17.. . . . .	\$15,000
1917-18.. . . . .	\$15,000

Contractor.—Henry M. Evans of Halifax, N.S.  
Date of Contract.—April 25, 1916.  
Duration of Contract.—May 15, 1916, to close of navigation, 1916.  
Service.—Semi-weekly, during season of navigation.

Ports of Call.—Campbellton, Dalhousie, Carleton, Maria, New Richmond, St. Charles de Caplan, Bonaventure, New Carlisle, and one trip each week from Paspébiac to be extended to St. Godfroi, Port Daniel, L'Anse aux Gascons, Newport, Pabos Mills, Little Pabos, Grand River, Little River East, Cape Cove, Barachois de Mal Baie, Percé, Malbay, and Douglastown; and when there is a reasonable quantity of passengers or freight offering at Grand Greve.



SESSIONAL PAPER No. 10e

*Subsidy.*—\$15,000 per annum, payable in monthly instalments.

*Government Wharves.*—Steamer must call whenever possible.

*Mails.*—To be carried free.

*Through Rates via Intercolonial Railway.*—Upon the demand of the Minister of Railways and Canals the Contractors shall fix and put into effect through rates between points on their steamship line or its connections and points on the I.C.R. or its connections.

DISTANCES.

	Miles.
Campbellton to Dalhousie .. .. .	13
Dalhousie to Carleton.. .. .	11
Carleton to Maria.. .. .	10
Maria to New Richmond.. .. .	4
New Richmond to Caplin.. .. .	11
Caplin to Bonaventure.. .. .	9
Bonaventure to New Carlisle.. .. .	10
New Carlisle to Paspébiac.. .. .	3
Paspébiac to St. Godfroi.. .. .	8
St. Godfroi to Port Daniel.. .. .	11
Port Daniel to Gascons.. .. .	4
Gascons to Newport.. .. .	7
Newport to St. Adelaide.. .. .	13
St. Adelaide to Grand River.. .. .	5
Grand River to Little River East.. .. .	4
Little River East to Cape Cove.. .. .	5
Cape Cove to Perce.. .. .	8
Perce to Barachois.. .. .	6
Barachois de Mal Baie to Pt. St. Pierre.. .. .	5
Pt. St. Pierre to Douglastown.. .. .	12
Douglastown to Gaspé.. .. .	11
Total.. .. .	170

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
	Ft.	Ft.	Ft.									
Elaine....	125	26	7.8	156	276		70	31	12	Newburg, N.J..	1888	Steel.



TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried	Live Stock.	MAILS.		Subsidy Paid.
					Lock Bags.	Tied. Sacks.	
1907†.	53	9,260	4,013	Not stated.	Not	stated.	\$13,250 00
1908*†.	48	5,184	5,689	31	1,904	382	12,000 00
1909†...	51½	4,897	4,338	41	751	81	12,875 00
1910†..	50	6,086	2,231	170	93	79	12,500 00
1911**.	54	4,643	446	20	Nil.	Nil.	13,500 00
1912**.	53	4,265	1,299	234	Nil.	Nil.	13,250 00
1913**.	53	3,533	1,609	143	Nil.	Nil.	20,000 00
1914††.	25	177	1,085	Nil.	Nil.	Nil.	9,615 25
1915††...	50	658	1,699	Nil.	Nil.	Nil.	20,000 00
1916.....	26	{ In..... 63	238	—	Nil.	Nil.	8,039 00
		{ Out..... 82	298	4			
		Total... 145	536	4			

\*Statistics for 1908 are estimated only. Actual returns could not be obtained owing to wreck of *Lady Eileen*, and proposed winding up of Interprovincial Navigation Co.  
†Service performed by Interprovincial Navigation Co.  
‡Service performed by Fraserville Navigation Co.  
\*\*Service performed by the Campbellton and Gaspé S.S. Co.  
††Service performed by the Gaspé and Baie des Chaleurs S.S. Co.

GRAND MANAN AND THE MAINLAND.

GRAND MANAN STEAMBOAT COMPANY.

Contract No. 14.  
T. & C. File No. 16025.

Vote 171.—Steam service between Grand Manan and the Mainland—  
1916-17... \$10,000  
1917-18... \$10,000

Contractors.—The Grand Manan Steamboat Company, of Grand Manan, N.B.

Date of Contract.—February 28, 1916.

Duration of Contract.—April 1, 1916, to March 31, 1917.

Service and Ports of Call.—From June to September, inclusive:—

- (a) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport, Maine.
- (b) One trip each week between Grand Manan and St. John, *via* and calling both ways at Campobello and Eastport.
- (c) One round trip each week between Grand Manan and St. John direct.
- (d) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrews.  
And during the remaining eight months of the year:—
- (e) One trip each week between Grand Manan and St. Stephen, calling both ways at Campobello, Eastport and St. Andrew's.
- (f) One trip each week between Grand Manan and St. John, calling both ways at Campobello and Eastport.
- (g) One trip each week between Grand Manan and St. Andrew's, calling both ways at Campobello and Eastport.



SESSIONAL PAPER No. 10e

*Subsidy.*—\$10,000 per annum, payable quarterly in July, October, January and April.

*Mails.*—To be carried free.

*Government Wharves.*—Steamers must call at Government Wharves whenever possible.

DISTANCES.

	Miles.
Grand Manan to Campobello.. . . . .	15
Campobello to Eastport.. . . . .	3
Eastport to St. John.. . . . .	45
Eastport to St. Andrew's.. . . . .	12
St. Andrew's to St. Stephen.. . . . .	18
St. John to Grand Manan.. . . . .	45
St. Stephen to Grand Manan.. . . . .	48
St. Andrew's to Grand Manan.. . . . .	30

DESCRIPTION OF STEAMER EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Grand Manan.....	130	26	11	180	363	250	350	32	12	Liverpool, N.S.	1911	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons Freight Carried.	Live Stock	MAILS.		Subsidy. Paid.
					Lock Bags.	Tied Sacks.	
1907. . . . .	138	6,524	4,407	Not stated.	Not stated.		\$ 5,000 00
1908. . . . .	174	6,168	4,016	33	1,561	2,553	5,000 00
1909. . . . .	173	6,961	3,749	Not stated.	1,389	1,960	6,500 00
1910. . . . .	174	6,919	3,636	37	1,581	2,359	7,000 00
1911. . . . .	189	6,057	3,909	31	2,146	2,017	7,000 00
1912. . . . .	174	7,707	4,660	25	2,295	2,000	9,250 00
1913. . . . .	171½	7,509	4,010	152	1,815	1,914	9,903 85
1914. . . . .	172½	6,525	3,927	54	1,633	2,215	10,000 00
1915 . . . . .	176½	6,416	4,589	26	1,775	2,587	10,000 00
1916. . . . .	174	{ In...2,829 Out...4,148	{ 5,427 Nil.	{ 31 3	{ 1,029 923	{ 2,650 209	{ 10,000 00
		Total.6,977	5,427	34	1,952	2,859	

HALIFAX, CANSO AND GUYSBOROUGH.

HALIFAX AND CANSO STEAMSHIP CO., LTD.

Contract No. 30.  
T. & C. File No. 16023.

*Vote 172.—Steam Service between Halifax and Canso—*

1916-17.. . . . .	\$5,000
1917-18.. . . . .	\$5,000



7 GEORGE V, A. 1917

*Contractors.*—The Halifax and Canso Steamship Co., Ltd., of Halifax, N.S.

*Date of Contract.*—February 23, 1916.

*Duration of Contract.*—April 1, 1916, to March 31, 1917.

*Service.*—Weekly, all the year round.

*Ports of Call.*—Calling on all voyages each way at Guysborough, Canso, Whitehead, Drumhead, Isaac's Harbour, Goldboro, Port Beckerton, Port Hilford and Halifax; and calling on all outward voyages at Half Island Cove and Queensport; calling fortnightly during open navigation on outward voyages at Country Harbour and Boylston; and during the months of January and February at Port Dufferin and Moser's River.

From January 15 to March 31 a fortnightly call only need be made at Guysborough, Queensport and Half Island Cove.

*Capacity of Steamer.*—The steamer employed is guaranteed to have a cargo capacity equal to 2,500 barrels, with passenger accommodation for 40 passengers, electric lighted throughout and fitted with adequate refrigeration for the carriage of fresh fish.

*Laying off Steamer.*—The steamer may lay off for refitting two trips in each year, at such time or times as will least interfere with the requirements of the service.

*Government Wharves.*—The steamer must call whenever possible.

*Subsidy.*—\$5,000 per annum, payable quarterly in July, October, January and on the completion of the service.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Halifax to Port Hilford .. .. .	89
Port Hilford to Beckerton.. .. .	10
Beckerton to Isaac's Harbour.. .. .	16
Isaac's Harbour to Whitehead... .. .	35
Whitehead to Canso... .. .	17
Canso to Queensport... .. .	12
Queensport to Guysborough.. .. .	13
Total... .. .	192

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed - Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
	Ft.	Ft.	Ft.									
Scotia.....	137	27	9.5	238	376	2,000 brls.	100	50	10	Mahone N.S.,	1907	Wood



SESSIONAL PAPER No. 10e

## TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	51	624	5,547	Not given.	Nil.	\$4,000
1908.....	52	1,779	{ 9,478 weight. 14,818 meas.	{ 52	Nil.	4,000
1909.....	50	1,691	{ 8,301 weight. 12,452 meas.	{ 61	Nil.	4,000
1910.....	52	1,487	20,955	30	Nil.	4,000
1911.....	49	1,481	21,177	25	Nil.	4,000
1912.....	49	1,344	21,369	25	Nil.	4,000
1913.....	51	2,518	22,222	68	Nil.	4,750
1914.....	51	2,377	22,731	30	Nil.	5,000
1915.....	51	2,247	25,098	Nil.	Nil.	5,000
1916.....	50	In...1,150 Out..1,325	5,780 14,082	Nil.	Nil.	5,000
	Total...	2,475	19,862			

## HALIFAX AND NEWFOUNDLAND via CAPE BRETON PORTS.

J. A. FARQUHAR &amp; COMPANY.

Contract No. 11.

T. &amp; C. File No. 16064.

*Vote 173.—Steam Service between Halifax and Newfoundland via Cape Breton ports—*

1916-17..... \$10,000

1917-18..... \$10,000

*Contractors.*—J. A. Farquhar & Co., of Halifax, N.S.*Date of Contract.*—March 20, 1916.*Duration of Contract.*—From the opening to the close of navigation in 1916.*Service.*—Fortnightly, to continue uninterruptedly until 14 complete round trips have been performed, or until the close of navigation, should it close before 14 round trips have been performed.*Ports of call.*—Halifax, Sydney, North Sydney, Marble Mountain, Baddeck, Ingonish, Neil's Harbour, White Point and St. Paul's Island, and at Channel, Codroy, Sandy Point, Bay of Islands and Bonne Bay, Nfld. Thence on the return voyage to Halifax, calling at Bay of Islands, Sandy Point, Codroy, Channel, St. Paul's Island, White Point, Neil's Harbour, Ingonish, North Sydney and Sydney.*Government Wharves.*—Steamer must call whenever possible.*Subsidy.*—\$700 for each round trip; total not to exceed \$10,000; payable on September 1 and at the close of navigation.*Mails.*—To be carried free.



7 GEORGE V, A. 1917

DISTANCES.

	Miles.
Halifax to St. Peter's.. . . . .	154
St. Peter's to Grand Narrows.. . . . .	21½
Grand Narrows to Baddeck.. . . . .	9½
Baddeck to North Sydney.. . . . .	40
North Sydney to Sydney.. . . . .	4½
Sydney to Ingonish.. . . . .	31
Ingonish to Neil's Harbour.. . . . .	11
Neil's Harbour to Aspy Bay.. . . . .	10
Aspy Bay to St. Paul's Island.. . . . .	21
St. Paul's Island to Channel.. . . . .	49
Channel to Codroy.. . . . .	27
Codroy to Bay St. George.. . . . .	55
Bay St. George to Bay of Islands.. . . . .	111
Bay of Islands to Bonne Bay.. . . . .	52
Total... . . . .	596

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Seal.....	Ft. 175	Ft. 26·6	Ft. 20·5	277	607	550	20	85	11	Clyde.....	1911	Steel.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail Bags.	Subsidy Paid.
1907.....	16	617	6,268	Not given.	Not given.	\$2,000
1908.....	14	681	5,375	6	14	4,000
1909.....	14	645	5,650	30	20	4,000
1910.....	15	337	8,102	31	30	4,000
1911.....	15	180	8,550	Nil.	22	4,000
1912.....	15	344	7,378	Nil.	34	10,000
1913.....	15	400	8,488	Nil.	20	10,000
1914.....	14	203	9,028	Nil.	28	10,000
1915.....	15	276	9,346	Nil.	39	
1916.....	14	{ In.....163 Out...130	{ 4,264 4,787	{ — 2	{ 15 29	{ 10,000
		Total 293	9,051	2	44	

From 1907 to 1910 inclusive, the service was performed by Messrs. Pickford & Black, of Halifax, N.S.

ORIGIN, QUANTITY AND VALUE OF FREIGHT EXPORTED FROM CANADA TO NEWFOUNDLAND.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Weight.	Measure-ment.	Value.	Weight.	Measure-ment.	Value.	Weight.	Measure-ment.	Value.
	Tons.	Tons.	\$	Tons.	Tons.	\$	Tons.	Tons.	\$
1912.....	2,366	36	119,300	1,139	121	90,743	3,505	157	210,043
1913.....	3,091	636	214,938	552	554	37,799	3,643	1,188	252,737
1914.....	4,421	100	217,962	178	129	25,925	4,599	229	243,887
1915.....	4,308	167	257,505	293	278	46,341	4,601	445	303,846
1916.. . .	4,012	73	276,533	690	12	110,740	4,702	85	387,273



SESSIONAL PAPER No. 10e

## PRINCIPAL ARTICLES EXPORTED.

*Of Canadian Origin.*—Flour, paint, molasses, gasoline, beans, stoves, furniture, butter, tea, hay, rope, tin ingots, apples, oats, kerosene oil, beef, pork, sugar, potatoes, oil, clothing, boots and shoes, nets, hardware, wire fencing, roofing, axes, and engines.

*Of United States and Foreign Origin.*—Molasses, engines and parts thereof, beef, rope, machinery, pork, tobacco, kerosene oil, oranges, shoes, feed, whiskey, sugar, tea, salt, gasoline, engines, bananas, oranges, and raisins.

## HALIFAX AND LAHAVE RIVER PORTS.

THE HALIFAX AND LAHAVE STEAM PACKET CO., LIMITED.

Contract No. 67.

T. &amp; C. File No. 16250.

*Vote 174.*—*Steamer service between Halifax, Mahone Bay, Tanook Island, and LaHave River Ports—*

1916-17.. . . . .	\$4,000
1917-18.. . . . .	\$4,000

*Contractors.*—The Halifax and LaHave Steam Packet Co., Ltd., Halifax, N.S.

*Date of Contract.*—May 5, 1916.

*Duration of Contract.*—Opening of navigation, 1916, to March 31, 1917.

*Service and Ports of Call.*—(a) Leaving Halifax every Wednesday morning, calling at Tanook, Blandford, Indian Point, Mahone Bay, LaHave and Riverport, and returning direct to Halifax from LaHave and Riverport every Thursday morning.

(b) Leaving Halifax every Saturday morning, calling at LaHave, Riverport, Park's Creek, West LaHave Ferry, Conquerall Bank and Dayspring, and returning to Halifax every Monday, calling at LaHave and Blandford, and also at Tanook.

(c) During the winter months, when Mahone Bay and the LaHave River are frozen over, calls at Mahone Bay, West LaHave, Park's Creek, Conquerall Bank and Dayspring may be omitted.

(d) During the months of January and February one round trip only each week is required, including a call each way at all the ports mentioned above in clauses (a) and (b), provided that calls at any of the said ports may be omitted if ice conditions prevent their being made.

*Government Wharves.*—Steamers must call whenever possible.

*Subsidy.*—\$4,000 per annum, payable in quarterly instalments on the last days of June, September, December and March.

*Mails.*—To be carried free.

*Withdrawal of steamers for repairs.*—The steamer may be withdrawn from the service for a total period of fourteen days, if required, for necessary repairs.



7 GEORGE V, A. 1917

DISTANCES.

	Miles.
Halifax to Tancook.....	42
“ Mahone Bay.....	52
“ LaHave.....	52
“ Riverport.....	52
“ West LaHave.....	56
“ Conquerall Bank.....	60

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Nct.	Gross.	Capacity.				At	In	Of
LaHave.....	Feet. 96	Feet. 17-4	Feet. 7-6	60	88	90	Nil.	18	Knots 8½	Pocomoke U.S.A.	1904	Wood

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
1911.....	37	247	2,270	Nil.	Nil.	\$ cts. 750 00
1912.....	43	410	360	12	Nil.	3,147 73
1913.....	88	526	5,900	Nil.	Nil.	3,153 85
1914.....	68½	Nil.	4,294	Nil.	Nil.	2,815 00
1915.....	76½	134	4,820	Nil.	Nil.	3,000 77
1916.....	83½	In 358 Out 324	1,406 3,881	Nil. 6	Nil.	3,639 60
Total.. .		682	5,287	6		

During 1911 a service was performed between Mahone Bay and Tancook Island only. In April and May, 1912, the service was extended to Halifax, and on June 1, 1912, to LaHave River ports. From 1911 to 1913 inclusive the service was performed by the estate of the late Abraham Ernst, with the steamer *Kinburn*.

HALIFAX AND SPRY BAY.

HALIFAX AND SHEET HARBOUR STEAMSHIP COMPANY, LTD.

Contract No. 55.  
T. & C. File No. 16135.

Vote 175.—Steam Service between Halifax and Spry Bay and ports in Cape Breton—	
1916-17.. . . . .	\$4,000
1917-18.. . . . .	\$4,000

Contractors.—Halifax and Sheet Harbour Steamship Company, Ltd., 234-246 Hollis Street, Halifax, N.S.



SESSIONAL PAPER No. 10e

*Date of Contract.*—March 31, 1916.

*Duration of Contract.*—April 1, 1916, to March 31, 1917.

*Service.*—Weekly, all the year round.

*Ports of Call.*—Halifax, Jeddore, Owl's Head, Tangier, Pope's Harbour, Ship Harbour, Sheet Harbour, Sober Island, Spry Bay, St. Peter's, Arichat, West Arichat, Poulamond and L'Ardoise; as well as such other ports or places between the above terminal ports as may be required by the Minister.

(a) The call at Pope's Harbour is at the discretion of the contractors.

(b) The call at L'Ardoise may be omitted in January, February and March.

(c) During the month of February the contractors have the option of omitting calls at St. Peter's, Arichat, West Arichat and Poulamond.

*Subsidy.*—\$4,000 per annum, payable in two equal instalments, one in October and the other upon the completion of the service.

*Government Wharves.*—Steamer must call whenever possible.

*Time for repairs.*—Two weeks are allowed during the year for government inspection and annual overhauling.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Halifax to Jeddore.. . . . .	55
Jeddore to Owl's Head.. . . . .	15
Owl's Head to Tangier.. . . . .	10
Tangier to Pope's Harbour.. . . . .	10
Pope's Harbour to Ship Harbour.. . . . .	10
Ship Harbour to Sheet Harbour.. . . . .	20
Sheet Harbour to Sober Island.. . . . .	20
Total.. . . . .	120

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.									
Margaret.....	92	19	9	100	195	175	90	27	10½	Sheet H'bour.	1907	Wood



TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy paid.
						\$ cts.
1907 .....	50	2,186	4,500	Nil.	Nil.	1,250 00
1908 .....	52	1,935	3,470	Nil.	Nil.	2,500 09
1909 .....	51	2,226	3,710	Nil.	Nil.	2,500 00
1910 .....	52	2,774	2,975	Nil.	Nil.	2,500 00
1911 .....	48	2,911	4,695	Nil.	Nil.	2,307 69
1912 .....	52	3,138	7,380	Nil.	Nil.	2,500 00
1913 .....	50	3,244	7,430	Nil.	Nil.	2,153 84
1914 .....	50	2,572	7,700	Nil.	Nil.	3,000 00
1915 .....	50	2,630	7,535	Nil.	Nil.	4,000 00
1916 .....		In.....1,312 Out.... 895	4,320 4,860	Nil.	Nil.	3,003 08
	Total.	2,207	9,180			

HALIFAX, SOUTH CAPE BRETON AND BRAS D'OR LAKE PORTS.  
HALIFAX AND GLACE BAY STEAMSHIP CO., LTD.

Contract No. 66.  
T. & C. File No. 16146.

Vote 176.—*Steam Service between Halifax, South Cape Breton and Bras d'Or Lake Ports.*

1916-17.. . . . .	\$6,000
1917-18.. . . . .	\$6,000

Contractors.—The Halifax and Glace Bay Steamship Company, Ltd., of Halifax, N.S.

*Date of Contract.*—April 20, 1916.

*Duration of Contract.*—From the opening to the close of navigation in 1916.

*Service and Ports of Call.*

Two round trips from Halifax to Gabarus, Louisburg, Mainadieu, Port Morien, Glace Bay, Sydney and North Sydney, and one trip from Halifax to Gabarus, Louisburg, Mainadieu, Port Morien, Glace Bay, Sydney, North Sydney, Baddeck, Grand Narrows, Iona and St. Peter's; sailing every fourteen days.

The last two trips of the season are to be made from Halifax to Gabarus, Louisburg, Mainadieu, Port Morien, Glace Bay, Sydney, North Sydney, Baddeck, Grand Narrows, Iona and St. Peter's.

Also three trips during the season are to be made to East Bay calling each way at Johnston's Harbour, Irish Cove, Big Pond and Castle Bay.

Should St. Peter's canal be opened before the close of navigation the service shall consist of one round trip every 14 days from Halifax to Sydney through the Bras d'Or lakes, calling at St. Peter's Grand Narrows, Iona and Baddeck, returning from Sydney to Halifax, calling each trip at North Sydney, Glace Bay, Port Morien, Mainadieu, Louisburg and Gabarus.

It is further agreed that calls at Mainadieu shall be conditional upon the weather permitting.



## SESSIONAL PAPER No. 10e

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$6,000 per annum, payable in July, September, November and at the close of navigation.

*Mails.*—To be carried free.

## DISTANCES.

	Miles.
Halifax to St. Peter's.. . . .	145
St. Peter's to Grand Narrows.. . . .	20
Grand Narrows to Iona.. . . .	1
Iona to Baddeck.. . . .	10
Baddeck to Pt. Bevis.. . . .	9
Pt. Bevis to Boularderie.. . . .	3
Boularderie to Boularderie Centre.. . . .	5
Boularderie Centre to Big Bras d'Or.. . . .	6
Big Bras d'Or to New Campbellton .. . . .	1
New Campbellton to North Sydney.. . . .	15
North Sydney to Sydney.. . . .	5
Sydney to Glace Bay.. . . .	21
Glace Bay to Port Morien.. . . .	15
Port Morien to Mainadieu .. . . .	14
Mainadieu to Louisburg .. . . .	16
Louisburg to Gabarus.. . . .	14
Total.. . . .	300

## DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMO- DATION.		N.H. P.	Speed	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st class.	2nd class.			At	In	Of
	Ft.	Ft.	Ft.							Knots			
Scotsburn.....	135	23	8.5	92	187	225	40	10	30	10	Mahone..	1910	Wood

## TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy paid.
						\$ cts.
1911.....	25	148	7,556	Nil.	Nil.	3,800 00
1912.....	21	21	4,985	Nil.	Nil.	3,200 00
1913.....	21	7	4,930	Nil.	Nil.	3,500 00
1914.....	19	6	4,603	Nil.	Nil.	3,333.33
1915.....	14	Nil.	4,290	Nil.	Nil.	2,666.66
1916.....	15	{ In.....Nil. Out.... Nil.	2,473 3,306	Nil. Nil.	Nil. Nil.	5,625 00
		Total Nil.	3,770	Nil.	Nil.	



7 GEORGE V, A. 1917

HALIFAX AND WEST COAST CAPE BRETON.

THE HALIFAX AND INVERNESS STEAMSHIP CO., LTD.

Contract No. 70.  
T. & C. File No. 16062.

*Vote 177. Steam Service between Halifax and West Coast of Cape Breton, calling at way ports—*

1916-17.. . . . .	\$4,000
1917-18.. . . . .	\$4,000

*Contractors.*—The Halifax and Inverness S.S. Co. Ltd., of Halifax, N.S.

*Date of Contract.*—March 14, 1916.

*Duration of Contract.*—From the opening to the close of navigation in 1916.

*Service.*—Weekly.

*Ports of Call.*—Halifax, Port Mulgrave, Port Hastings, Port Hood, Mabou, Grand Etang, Cheticamp, and Eastern Harbour, calling once every two weeks at Havre au Bouche and Margaree, and calling at Inverness whenever there is a reasonable quantity of freight or number of passenger to be landed or embarked, weather permitting.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$4,000 per annum, payable in instalments of \$2,000 on July 1 and on completion of the service.

*Mails.* To be carried free.

DISTANCES.

	Miles.
Halifax to Mulgrave.. . . . .	150
Mulgrave to Hawkesbury.. . . . .	1
Hawkesbury to Hastings.. . . . .	3
Hastings to Havre au Bouche.. . . . .	7
Havre au Bouche to Port Hood.. . . . .	20
Port Hood to Mabou... . . . .	10
Mabou to Margaree.. . . . .	31
Margaree to Grand Etang.. . . . .	8
Grand Etang to Eastern Harbour.. . . . .	9
Eastern Harbour to Pleasant Bay.. . . . .	15
Total.. . . . .	254

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Strathlorne.....	116	20.2	9	81	135	180	40	24	9	Mahone...	1909	Wood



SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy paid.
						\$ cts.
1911.....	30	35	7,864	Nil.	Nil.	1,714 29
1912.....	27	8	6,580	Nil.	Nil.	1,444 44
1913.....	27	Nil.	5,120	Nil.	Nil.	1,500 00
1914.....	27	Nil.	4,662	Nil.	Nil.	3,058 82
1915.....	27	3	3,782	Nil.	Nil.	3,000 00
1916.....	25	In..... Nil. Out..... Nil.	1,484 4,595	Nil.	Nil.	2,941 18
		Total . Nil.	6,079			

HALIFAX AND SHERBROOKE.

W. J. MURDOCH.

Contract No. 29.  
T. & C. File No. 16109.

Vote 178.—Steam Service between Halifax and Sherbrooke—

1916-17.. . . . .	\$2,000
1917-18.. . . . .	\$2,000

Contractor.—W. J. Murdoch, of Sherbrooke, N.S.  
Date of Contract.—March 27, 1916.  
Duration of Contract.—April 1, 1916, to March 31, 1917.  
Service.—Weekly.

Ports of Call.—Halifax, Port Dufferin, Moser River, Ecum Secum, Marie Joseph, Liscomb, Sonora and Sherbrooke. Calls at any of these ports may be omitted when ice conditions prevent their being made.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$2,000 per annum; \$1,000 being payable on October 1, and the remainder on the completion of the service.

Mails.—To be carried free.

DISTANCES.

	Miles.
Halifax to Port Dufferin . . . . .	63
“ Moser River.. . . .	74
“ Ecum Secum.. . . .	80
“ Marie Joseph.. . . .	85
“ Liscomb.. . . .	94
“ Sonora.. . . .	103
“ Sherbrooke.. . . .	110



7 GEORGE V, A. 1917

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMO- DATION.		N.H.P.	Speed.	BUILT.		
	Length	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.			At	In	Of
	Ft.	Ft.	Ft.							Knots			
Dufferin.....	108	25	8.6	99	210	.....	35	15	42	9	Shel- burne, N.S.	1905	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy paid.
1913.....	9	2,836	1,500	Nil.	Nil.	\$ cts. 1,000 00
1914.....	45	2,899	3,005	Nil.	Nil.	2,000 00
1915.....	45	2,917	5,350	35	Nil	2,000 00
1916.....	43	In 1,641	1,870	30	Nil.	2,000 00
		Out 1,451	2,500	12		
		Total. 3,092	4,370	42		

KENORA AND FORT FRANCES.

THE RAINY RIVER NAVIGATION CO., LTD.

Contract No. 48.  
T. & C. File No. 15502.

Vote 179.—Steam Service from the opening to the closing of navigation between  
Kenora and Fort Frances—

1916-17..	\$8,000
1917-18..	\$8,000

Contractors.—The Rainy River Navigation Co., Ltd. Fort William, Ont.

Date of Contract.—March 25, 1915.

Duration of Contract.—From the opening to the close of navigation in 1915.  
(The contract has not been renewed yet.)

Service.—Tri-weekly.

Ports of Call.—Kenora, Keewatin, Rainy River, Emo and Fort Frances; and other  
way ports, including ports in the United States, at the contractor's option.

Government Wharves.—The steamers must call whenever possible.

Subsidy.—\$8,000, payable in such instalments as may have been earned upon  
August 1 and upon the close of navigation.

Mails.—To be carried free.



SESSIONAL PAPER No. 10e

DISTANCES.

	Miles.
Kenora to Rainy River...	100
Rainy River to Pinewood...	12
Pinewood to Boucherville...	15
Boucherville to Barwick...	6
Barwick to Emo...	5
Emo to Big Fork...	22
Big Fork to Fort Frances...	20
Total...	180

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODATION.		N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.			At	In.	Of.
Agwinde.....	Ft. 105	Ft. 22.5	Ft. 4	143	307	150	60	65	64	9	Kenora...	1900	Wood
Kenora .....	110.7	28	5.3	268	486	300	100	300	39	11	Kenora...	1897	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy paid.
					Lock Bags.	Tied Sacks.	
1911.....	51	1,455	171	Nil.	102	Nil.	\$ cts. 4,999 33
1912.....	No service	was run under contract.					
1913.....	58	6,328	667	35	116	Nil.	8,000 00
1914.....	52	4,378	807	41	85	Nil.	5,777 77
1915.....	37	{ In 900 Out 965	{ 59 46	{ 1 2	{ 37 74	{ Nil.	5,016 83
Total.....		1,865	105	3	111		
1916.....	No service was performed.						

MAINLAND AND MAGDALEN ISLANDS.

MAGDALEN ISLANDS STEAMSHIP Co., LTD.

Contract No. 12.

T. & C. File No. 16142.

Vote 180.—Steam Service from the opening to the closing of navigation in 1917 between the mainland and the Magdalen Islands—

1916-17..	\$18,000
1917-18..	\$18,000

Contractor.—The Magdalen Islands Steamship Co., Ltd.

Date of Contract.—March 31, 1916.



7 GEORGE V, A. 1917

*Duration of Contract.*—From the opening of navigation in 1916 to the closing of navigation, 1917.

*Service.*—Semi-weekly until the closing of navigation at Pictou each year. From such closing of navigation the service shall be continued from some port in Cape Breton to such port or ports in the Magdalen Islands as the Minister may approve, until the closing of navigation at the Magdalen Islands. Calls at Grand Entry need not be made after the end of September in each year.

*Ports of Call.*—Pictou, Souris, Amherst Island, Point Basse and Grindstone Island, calling at Etang du Nord and Grand Entry once each week; such weekly calls to be made on alternate trips; calling once each month during June, July, August and September at Bryan Island. Whenever the weather will not permit of the landing of mails and cargo at Etang du Nord, the mails for House Harbour and Etang du Nord shall be landed at Grindstone Island, and the steamer shall remain there long enough to allow such mails to be carried to House Harbour and Etang du Nord and return; and in such cases the steamer shall call at Etang du Nord on the following trip. Calls shall also be made at such other ports or places en route as the Minister may from time to time direct.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$18,000 per annum, payable in July and October, and on the close of navigation.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Pictou to Souris.. . . . .	50
Souris to Etang du Nord.. . . . .	76
Etang du Nord to Amherst.. . . . .	33
Amherst to Grindstone.. . . . .	9
Grindstone to Pointe Basse.. . . . .	4
Pointe Basse to Grand Entry.. . . . .	15
	187
Etang du Nord to Bryan Island.. . . . .	50

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Amelia .....	154	22·8	12·8	103	356	230	40	69	11	Ayr .....	1894	Steel.



SESSIONAL PAPER No. 10e

## TRAFFIC RETURNS.

Calendar Year	No. of Round Trips Run.	Number of Passengers Carried.	Tons of of Freight Carried.	Live Stock.	MAILS.		Subsidy paid.
					Lock Bags.	Tied Sacks.	
							\$ cts.
*1907.....	58	880	5,900	Not given.	Not given.		15,000 00
*1908.....	61	1,357	4,472	18	2,952	Nil.	15,000 00
1909.....	62	1,168	1,419	944	3,027	169	12,000 00
1910.....	70	1,394	6,048	1,109	2,932	340	15,000 00
1911.....	61	1,416	6,173	1,269	2,551	308	15,000 00
1912.....	64	1,109	7,433	508	2,875	880	14,807 70
1913.....	68	642	6,905	727	3,509	482	15,000 00
1914.....	61	1,380	4,802	811	2,788	921	18,000 00
1915.....	60	633	8,462	174	2,505	1,297	17,769 23
1916.....	52	In 860 Out 854	3,700 2,891	21 5	1,103 1,164	1,197 42	14,000 00
Total.....		1,714	6,591	26	2,267	1,239	

\* The Service during these years was performed by the Magdalen Islands Steamship Co. of Halifax. From 1909 to 1915 inclusive the service was performed by William McLure, of Pictou, N.S.

## MULGRAVE AND CANSO.

## HUGH CANN &amp; SON.

Contract No. 53.

T. &amp; C. File 16022.

*Vote 181.—Steam Service between Mulgrave and Canso—*

1916-17.. . . . .	\$6,500
1917-18.. . . . .	\$6,500

*Contractors.*—Hugh Cann & Son, Ltd., of Yarmouth, N.S.*Date of Contract.*—February 22, 1916.*Duration of Contract.*—April 1, 1916, to March 31, 1917.*Service.*—Daily (Sundays excepted).

*Ports of Call.*—Port Mulgrave and Canso, N.S. At the port of Canso calls shall be made at both Whitman's and Matthews and Scott's wharves.

*Withdrawal for Repairs.*—The steamer *R. G. Cann* may be withdrawn for repairs for one month in each year. During such withdrawal the service shall be performed by such steamer other than the *Malcolm Cann* as may be approved by the Minister.

*Wind and Ice.*—In the event of any trip or trips being missed on account of wind, fog, snow or ice upon satisfactory evidence being submitted to the Minister, he may direct that no deduction be made from the subsidy otherwise payable for the trip so missed.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$6,500 per annum, payable in quarterly instalments in July, October, and January, and upon the completion of the service.

(a) One quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in summer, and westbound traffic in winter, in



7 GEORGE V, A. 1917

sufficient time to permit of the transfer of passengers, mails and express shipments; but such penalty shall not be inflicted when the contractors are able to satisfy the Minister that the connection has been missed owing to wind, fog, snow or ice.

(b) \$500 of the subsidy shall be deducted should the contractors not place on the said route a substitute steamer other than the *Malcolm Cann* when the *Robert G. Cann* is taken off the said route for repairs as hereinbefore stipulated.

Mails.—To be carried free.

Distance.—Canso to Mulgrave, 24 miles.

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed, knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Robert G. Cann.....	119	24.6	9.4	111	265	Not stated	100	42	11	Shelburne, N.S.	1911	Wood

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Bags of Mail.	Subsidy paid.
						\$ cts.
1907.....	*280	2,535	2,665	Not stated.	Not stated.	\$2,000 00
1908.....	286	2,849	2,332	Nil.	777	4,000 00
1909.....	278	2,794	2,639	Nil.	1,905	4,000 00
1910.....	282	3,148	3,095	Nil.	2,128	4,000 00
1911.....	334	3,370	4,647	Nil.	1,839	4,256 41
1912.....	302½	3,529	3,281	Nil.	2,792	6,000 00
1913.....	302	3,577	4,009	Nil.	3,282	6,250 00
1914.....	296½	3,795	3,356	13	3,724	6,500 00
1915.....	307	5,303	3,963	12	4,036	6,500 00
1916.....	305 {	In.....2,471 Out....2,426	1,562 2,733	Nil. Nil.	2,852	6,500 00
	Total.	4,897	4,295	Nil.		

\* Estimated.

MULGRAVE AND GUYSBOROUGH.

HUGH CANN & SON.

Contract No. 54.  
T. & C. File No. 16141.

Vote 182.—Steam Service between Mulgrave and Guysborough, calling at intermediate ports.—

1916-17.....	\$5,500
1917-18.....	\$5,500



## SESSIONAL PAPER No. 10e

*Contractors.*—Hugh Cann & Son, of Yarmouth, N.S.

*Date of Contract.*—March 30, 1916.

*Duration of Contract.*—April 1, 1916, to March 31, 1917.

*Service.*—Daily (except Sundays).

*Ports of Call.*—Port Mulgrave and Guysborough, calling at Queensport every trip from Guysborough to Mulgrave and three times each week on return trips to Guysborough on those days on which the steamer is not required to proceed to Boylston. Trips to Boylston shall be made three times each week, during the season of open navigation.

*Repairs.*—The steamer may be withdrawn one month during each year for repairs, etc. During such withdrawal the service shall be performed by such steamer other than the *Robert G. Cann* as may be approved by the Minister.

*Wind, Fog, Snow or Ice.*—If any trip be missed on account of wind, fog, snow or ice, no deduction may be made from the subsidy otherwise payable for the trip so missed.

*Subsidy.*—\$5,500 per annum, payable quarterly, in July, October, January and April.

(a) One quarter of the subsidy otherwise payable shall be deducted when the contractors fail to make connections with the Intercolonial Railway at Mulgrave for both eastbound and westbound traffic in the summer season and westbound traffic in the winter season in sufficient time to permit of the transfer of passengers, mails and express shipments, unless the connection has been missed owing to wind, fog, snow or ice.

(b) \$500 of the subsidy shall be deducted should the contractors not place on the route a substitute steamer other than the *Robert G. Cann* when the *Malcolm Cann* is taken off for repairs.

*Mails.*—To be carried free.

## DISTANCES.

	Miles.
Guysborough to Mulgrave (via Queensport) . . . . .	23½
Mulgrave to Guysborough (direct) . . . . .	25
Guysborough to Boylston . . . . .	5

## DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed, knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Malcolm Cann.	112	20.1	10.8	78	212	Not stated	86	53	11	Lockeport, N.S.	1898	Wood



7 GEORGE V, A. 1917

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy paid.
						\$ cts.
1907.....	*270	3,202	783	Not stated.	Not stated.	2,500 00
1908 .....	265	3,099	1,576	32	581	5,000 00
1909.....	279	3 129	1,166	Nil.	980	4,000 00
1910.....	324	3,509	1,449	Nil.	981	5,000 00
1911.....	292	4,081	1,379	Nil.	1,145	5,403 84
1912.....	308 <sup>1</sup> / <sub>2</sub>	4,165	1,211	Nil.	1,425	6,000 00
1913.....	294 <sup>1</sup> / <sub>2</sub>	4,068	2,092	Nil.	2,215	5,110 58
1914 .....	297 <sup>1</sup> / <sub>2</sub>	3,812	1,815	Nil.	3,052	5,500 00
1915 .....	308	4,037	1,679	Nil.	3,440	5,500 00
1916 .....	264	In.....1,796 Out....1,874	1,206 394	Nil.	2,722	5,041 66
		Total..3,670	1,600			

\* Estimated.

NEWCASTLE, NEGUAC AND ESCUMINAC, MIRAMICHI RIVER AND MIRAMICHI BAY.

MIRAMICHI STEAM NAVIGATION COMPANY, LTD.

Contract No. 49.  
T. & C. File 16140.

Vote 183.—*Steam Service between Newcastle, Neguac and Escuminac, calling at all intermediate points on the Miramichi River and Miramichi Bay—*

1916-17.. . . . .	\$2,500
1917-18.. . . . .	\$2,500

Contractors.—The Miramichi Steam Navigation Company, Ltd., of Chatham, N.B.

Date of Contract.—April 17, 1916.

Duration of Contract.—From the opening to the close of navigation in 1916.

Service and Ports of Call.—On Mondays, Wednesdays and Fridays: From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Church Point, Escuminac, Neguac and Mills Point Wharf.

On Tuesdays, Thursdays and Saturdays: From Newcastle, to and calling both ways at Chatham, Lower Newcastle, Loggieville, Oak Point, Baie-du-Vin, Church Point and Neguac.

The calls at Lower Newcastle and Mills Point Wharf are conditional upon the completion of the wharves at the respective points.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$2,500, payable in two equal instalments, on September 1 and on the completion of the contract.

Mails.—To be carried free.



### DISTANCES.

	Miles.
Newcastle to Chatham.. . . . .	5
Chatham to Loggville.. . . . .	5
Loggville to Oak Point.. . . . .	7
Oak Point to Burnt Church.. . . . .	9
Burnt Church to Bay du Vin.. . . . .	10
Bay du Vin to Escuminae.. . . . .	13
Escuminac to Neguac.. . . . .	17
<b>Total.. . . . .</b>	<b>66</b>

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In.	Of
	Ft.	Ft.	Ft.						Knots			
Alexandra.....	97	24.5	9	136	200	50	400	38	10	Chatham.	1902	Wood.

Calendar Year.	No. of round trips run.	Number of passengers Carried.	Tons of Freight Carried.	Live Stock.	Sacks of Mail.	Subsidy Paid.
						\$ cts.
1907.....	170	2,000	1,500	Not given.	Not given.	1,500 90
1908.....	170	7,500	1,300	14	625	1,500 00
1909.....	162	7,050	1,475	34	702	2,000 00
1910.....	174	8,396	1,510	29	574	2,000 00
1911.....	166	7,004	1,445	45	493	2,500 00
1912.....	175	7,314	1,764	23	552	2,500 00
1913.....	189	8,228	1,960	56	557	2,500 00
1914.....	160	7,756	1,921	32	510	2,262 57
1915.....	186	7,762	2,404	37	594	2,500 00
1916.....	180	In 4,239 Out 4,239	482 1,932	31 13	526 234	2,500 00
Total.....		8,478	2,414	44	560	

*Contractors.*—The Windsor and Pelee Island Steamship Co., Ltd., Seudder P.O.,  
Pelee Island, Ont.



7 GEORGE V, A. 1917

*Date of Contract.*—May 2, 1916.

*Duration of Contract.*—April, 1916, to March 31, 1917.

*Service and Ports of Call.*—Six round trips each week, weather permitting, between Pelee Island and the mainland, calling five times each week at Kingsville and Leamington, Ont., and once at Windsor and Amherstburg, Ont.

*Tariff Rates.*—Passenger rate for the return trip between Pelee Island and Kingsville or Leamington or vice versa, \$1; and for the return trip between Pelee Island and Windsor or vice versa, \$1.50.

Freight rates are to be the same as those contained in a schedule attached to the contract.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$8,000, payable in equal instalments on the last days of June, September, December and March.

*Mails.*—Are to be carried during open navigation between the post offices of Pelee Island, Pelee Island South and Scudder, and such post offices on the mainland as may be designated by the Postmaster General. During the season of closed navigation the contractors shall provide means for carrying the mails twice each week to and from Leamington and the post offices on Pelee Island hereinbefore stated; during closed navigation the contractors are not required to carry matter forward by parcel post.

DISTANCES.

	Miles
Kingsville to Leamington...	8
Leamington to Pelee Island...	16
Pelee Island to Windsor...	53
Total...	77

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Peb ... ..	145	24	13	242	537		389	58	13	Collingwood...	1914	Steel.



SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers. — Number.	Freight. — Tons.	Lumber. — Feet.	Live Stock.	MAILS.		Subsidy Paid.
						Bags.	Sacks.	
1907*.....		2,671	2,730	Nil.	Nil.	Not stated.	Not stated.	\$ 1,500
1908*, Jan. 1 to June 30.....		624	5,540	Nil.	150	150	117	375
1909.....		2,015	358	Nil.	555	348	24	4,000
1910.....	180	5,602	2,718	†222,000	1,231	1,016	215	4,000
1911.....	211	4,360	1,244	279,000	732	1,220	383	5,000
1912.....	184	5,300	3,667	Nil.	447	977	392	5,000
1913.....	185	6,167	4,007	147,000	660	1,431	708	5,000
1914.....	187	3,672	3,469	169,000	571	562	455	7,000
1915.....	241	3,825	3,580	174,000	1,010	765	726	8,000
1916.....	236 {	In 1,990 Out 1,997	675 2,025	98,000 Nil.	83 972	374 358	596 48	} 8,000
	Total ..	3,987	2,700	98,000	1,065	732	644	

† and 154,000 shingles.  
\*Service performed by T.J. Stockwell, Leamington, Ont. During the latter part of 1908 the Chatham Navigation Co. performed this service.

SCHEDULE OF FREIGHT RATES.

—	Kingsville and Leamington.	Windsor.
	\$ cts.	\$ cts.
Grain and potatoes, per cwt., car lots.....	0 06	0 08
Single bags up to fifty, per cwt.....	0 07	0 09
Fruit in baskets, per cwt.....	0 20	0 20
Wine, per bbl.....	0 50	0 50
Oil, per bbl.....	0 50	0 50
Salt and flour, per bbl.....	0 25	0 25
Minimum charge on one parcel.....	0 15	0 15
Any one animal, horse or cattle.....	1 50	1 50
Any two animals, horses or cattle.....	3 00	3 00
Any three animals, horses or cattle.....	4 50	4 50
Any additional animal over three.....	1 25	1 25
Hogs and sheep up to ten, each.....	0 40	0 40
Hogs and sheep over ten, each.....	0 35	0 35
Groceries and hardware, per cwt.....	0 15	0 15
Lumber, per M ft. up to 5 M ft.....	2 00	2 00
After 5 M ft.....	1 50	1 50
Shingles per M.....	0 25	0 25
Laths, per M.....	0 35	0 35
Gristing, per bag, return.....	0 10	0 10
Tobacco, per cwt.....	0 20	0 20
Buggies, set up, each.....	1 00	1 00
Buggies, crated, each.....	1 50	1 50
Coal, per ton.....	1 00	1 00



PETIT DE GRAT AND INTERCOLONIAL RAILWAY TERMINUS AT MULGRAVE.

WILLIAM G. LESLIE.

Contract No. 20.  
T. & C. File No. 16144.

Vote 185.—*Steam Service between Petit de Grat and Intercolonial Railway Terminus at Mulgrave.*

1916-17.. . . . .	\$7,000
1917-18.. . . . .	\$7,000

Contractor.—William J. Leslie, of Grindstone, Magdalen Islands, and Halifax, N.S.

Date of Contract.—February 4, 1916.

Duration of Contract.—April 1, 1916, to March 31, 1917.

Service and Ports of Call.—One full trip each way daily (Sundays excepted) between Petit de Grat, Arichat and Mulgrave, calling on all trips both going and coming at Arichat and West Arichat, and once each week at Correto's Factory, Cape Auget, on trips from Arichat to Mulgrave.

Wind and ice.—In the event of any trip or trips being missed on account of wind or drifting ice, no deduction may be made from the subsidy otherwise payable for the trips so missed.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$7,000, payable quarterly in July, October, January and April.

Repairs.—The steamer may be laid off during the month of February, 1917, at the contractor's option.

DISTANCES.

	Miles.
Petit de Grat to Arichat.. . . . .	8
Arichat to West Arichat.. . . . .	7
West Arichat to Mulgrave.. . . . .	18
Total.. . . . .	33

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Magdalen.....	Ft. 98·6	Ft. 21·6	Ft. 8·8	91	134	150	18	28	10	Shelburne, N.S.	1906	Wood



SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails, Sacks.	Subsidy Paid.
1907.....	283	1,972	852	Not stated.	Not stated.	\$ 1 cts 3,000 00
1908.....	275	1,950	800	Nil.	Nil.	3,000 00
1909.....	253	1,989	874	5	570	3,000 00
1910.....	305	1,978	726	Nil.	1,698	3,000 00
1911.....	264	2,167	952	Nil.	1,583	3,257 71
Jan. 1 to May 4, 1912....	96½	747	285	121	236	472 22
May 13 to Dec. 31, 1912	190½	2,361	673	Nil.	1,401	3,149 04
1913.....	281	3,160	1,070	2	2,672	5,588 60
1914.....	276	2,569	835	Nil.	3,354	6,750 00
1915.....	275½	2,140	832	Nil.	2,944	7,000 00
1916.....	241	In 1,191 Out 1,201	244 765½	Nil. Nil.	876 1,629	} 6,125 00
Total.....		2,392	1,009½	Nil.	2,485	

From 1907 to May 4, 1912, the service was performed by Messrs. Hugh Cann & Son, of Yarmouth, N.S.

PETITCODIAC RIVER. MONCTON, WAY PORTS, AND A PORT OR PORTS IN THE COUNTY OF CUMBERLAND, N.S.

SHEPODY NAVIGATION CO., LTD.

Contract No. 47.  
T. & C. File No. 16136.

*Note 186.*—*Steam Service on the Petitcodiac River between Moncton and way ports and a port or ports on the west coast of Cumberland county—*

1916-17... .. \$2,500  
1917-18... .. \$2,500

*Contractors.*—The Shepody Navigation Company, Ltd., of Moncton, N.B.

*Date of Contract.*—March 31, 1916.

*Duration of Contract.*—From the opening to the close of navigation, 1916.

*Service and Ports of Call.*—Tri-weekly trips between Moncton and Hillsborough, Edgett's Landing and Hopewell Cape; and weekly trips between Moncton and Hopewell Hill, Riverside and Harvey, N.B., such weekly trips to extend every second week to Joggins and Shulee, N.S.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$2,500, one-half payable on July 1 and the remainder on the close of navigation.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Moncton to Hillsborough.. . . . .	15
" Edgett's.. . . . .	18
" Hopewell Cape.. . . . .	22
" Hopewell Hill.. . . . .	31
" Harvey.. . . . .	32
" Riverside.. . . . .	34
" Shulee.. . . . .	37
" Joggins.. . . . .	39
" R. Hebert.. . . . .	51



DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity				At	In	Of
	Ft.	Ft.	Ft.									
Wilfrid C.....	80	18	8	48	99	650 brls.	125	16	12	Yarmouth, N.S.	1897	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907.....	98†	1,445	2,786	Not stated.	Not stated.	\$ *2,500
1908.....	98†	1,060	2,415	2	Nil.	2,000
1909.....	99	872	1,880	Nil.	Nil.	2,000
1910.....	98	1,705	1,905	Nil.	Nil.	2,000
1911.....	99	1,004	826	Nil.	Nil.	2,000
1912.....	98	711	1,486	Nil.	Nil.	2,000
1913.....	97	784	1,474	Nil.	Nil.	2,000
1914.....	97	1,016	1,612	Nil.	Nil.	2,500
1915.....	105	846	1,435	Nil.	Nil.	2,500
1916.....	91	{ In 330 Out 282	{ 375 1,132	Nil.	Nil.	2,500
	Total.....	612	1,507			

\*Including part of subsidy for previous year. †Estimated.

PICTOU AND MONTAGUE.

THREE RIVERS STEAMSHIP COMPANY.

Contract No. 19.  
T. & C. File No. 16341.

Vote 187.—*Steam Service between Pictou and Montague, calling at Murray Harbour and Georgetown —*

1916-17.. . . . . \$6,000  
1917-18.. . . . . \$6,000

Contractors.—The Three Rivers Steamship Company, of Charlottetown, P.E.I.  
Date of Contract.—May 19, 1916.  
Duration of Contract.—From the opening to the close of navigation in 1916.



SESSIONAL PAPER No. 10e

*Service and Ports of Call.*—Three round trips each week, sailing from Montague, calling at Georgetown and Murray Harbour, P.E.I., and Pictou, N.S., returning to Murray Harbour, Georgetown and Montague, and making one call each week at Cardigan.

*Subsidy.*—\$6,000 per annum, payable in three equal instalments in July, September and at the close of navigation.

*Mails.*—To be carried free.

*Government Wharves.*—Steamer must call whenever possible.

DISTANCES.

	Miles.
Montague to Georgetown .. .. .	6
Georgetown to Murray Harbour.. . . .	30
Murray Harbour to Pictou.. . . .	35
Total.. . . .	71

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.			At	In	Of
	Ft.	Ft.	Ft.								
Enterprise.....	120	25	5.5	98	210	100	100	42	Shelburne, N.S.	1907	Wood

Speed, 11 knots.

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Bags of Mail.	Subsidy Paid.
1907.....	76	1,320	2,464	Not stated.	Not stated.	\$2,400 00
1908.....	98	1,366	3,376	137	313	6,000 00
1909.....	101	1,533	3,410	826	290	6,000 00
1910.....	106	1,525	3,416	634	817	6,000 00
1911.....	96	1,709	3,755	362	263	6,000 00
1912.....	98	1,739	5,634	409	303	6,000 00
1913.....	111	2,132	4,785	242	457	6,000 00
1914.....	97	1,885	5,126	423	417	6,000 00
1915 ..	96	1,926	4,892	230	393	6,000 00
1916.....	85	In 713 Out 742	3,000 2,468	10 78	68 56	5,684 21
Total.....		1,455	5,468	88	124	



PICTOU, NEW GLASGOW AND ANTIGONISH COUNTY PORTS.

A. J. McDONALD.

Contract No. 75.  
T. & C. File No. 16249.

Vote 188.—Schooner Service between Pictou and New Glasgow, Antigonish County Ports and Mulgrave—

1916-17.. . . . .	\$1,000
1917-18.. . . . .	1,000

Contractor.—Alexander John McDonald, of Arisaig, N.S.

Date of Contract.—May 2, 1916.

Duration of Contract.—From the first week of April until the close of navigation (November 1) 1916.

Service and Ports of Call.—One round trip each week from Pictou, calling at New Glasgow, Lismore, McAra's Brook, Arisaig, Malignant Cove, Georgeville, Livingstone Cove, Ballantyne Cove, Morristown Wharf, Bayfield, Tracadie and Havre au Boucher. The call at Tracadie is contingent upon there being sufficient depth of water at the wharf there.

Government Wharves.—Vessel must call whenever possible.

Subsidy.—\$1,000 of which \$500 are payable on August 1, and the balance upon the completion of the service.

DISTANCES.

	Miles.
New Glasgow to Pictou.. . . . .	9
Pictou to Lismore.. . . . .	17
Lismore to McAra's Brook.. . . . .	3
McAra's Brook to Arisaig.. . . . .	3
Arisaig to Malignant Cove.. . . . .	4
Malignant Cove to Georgeville.. . . . .	4
Georgeville to Livingstone Cove.. . . . .	4
Livingstone Cove to Ballantyne Cove.. . . . .	6
Ballantyne Cove to Morristown.. . . . .	7
Total.. . . . .	57

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Feet.	Feet.	Feet.									
Alvin S.....	53.2	14.6	7.6	27	29		1	7		Tancook, N.S.	1912	Wood

This vessel is a schooner, fitted with an auxiliary gasolene engine.



SESSIONAL PAPER No. 10e

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1913.....	42	23	472	Nil.	Nil.	\$ 500
1914.....	24	Nil.	540	Nil.	Nil.	1,000
1915.....	26	Nil.	660	Nil.	Nil.	1,000
1916.....	26	Nil.	<div><div>In78</div><div>Out175</div><div>253</div></div>	Nil.	Nil.	1,000

PICTOU, MULGRAVE AND CHETICAMP.

RODERICK McDUGALL.

Contract.No. 16.  
T. & C. File No. 16108.

Vote 189.—*Steam Service from the opening to the closing of navigation in 1917, between Pictou, Mulgrave and Cheticamp.*

1916-17.. . . . .	\$7,500
1917-18.. . . . .	7,500

Contractor.—Roderick McDougall, of Port Hood, N.S.  
Date of Contract.—March 27, 1916.

Duration of Contract.—From the opening to the close of navigation, 1916.

Service and Ports of Call.—(a) One round trip every fortnight between Pictou and Mulgrave, calling both ways at Arisaig, Georgeville, Cape George, Morristown, Malignant Cove, Livingstone Cove, Ballantyne Cove and Cribbin's Point, making 12 round trips during the season; and

(b) Two round trips each week between Mulgrave and Cheticamp, calling both ways at Port Hastings, Port Hawkesbury, Port Hood, Port Hood Island, Margaree Harbour, Grand Etang, and Eastern Harbour, making 55 round trips during the season; and calling once each week at Pleasant Bay, and whenever passengers or freight are offered and whenever required by the Minister at Henry Island, Mabou Mouth, Inverness, Red Cape and Port Bain, as well as at such other port or ports, place or places *en route* as the Minister may direct.

Regular semi-weekly connections are to be maintained with the Intercolonial Railway at Mulgrave, and the Plant Line steamers at Hawkesbury.

Subsidy.—\$7,000 payable in equal instalments on the first days of July and October and on the completion of the service.

Mails.—To be carried free.

Government Wharves.—Steamer must call whenever possible.



7 GEORGE V, A. 1917

DISTANCES.

	Miles.
Pictou to Arisaig.. . . . .	24
Arisaig to Malignant Cove.. . . . .	5
Malignant Cove to Georgeville.. . . . .	5
Georgeville to Livingstone.. . . . .	4
Livingstone to Ballantyne.. . . . .	16
Ballantyne to Morristown.. . . . .	10
Morristown to Mulgrave.. . . . .	27
Mulgrave to Hawkesbury.. . . . .	2
Hawkesbury to Hastings.. . . . .	3
Hastings to Port Hood.. . . . .	27
Port Hood to Mabou Mouth.. . . . .	8
Mabou Mouth to Port Bain.. . . . .	15
Port Bain to Inverness.. . . . .	5
Inverness to Red Cape.. . . . .	5
Red Cape to Margaree.. . . . .	11
Margaree to Grand Etang.. . . . .	10
Grand Etang to Cheticamp.. . . . .	10
Cheticamp to Pleasant Bay.. . . . .	19
Total.. . . . .	206

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Kinburn ...	114	23.5	10.5	79	168		40	28	10	Mahone Bay, N.S.	1910	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	TONS OF FREIGHT CARRIED.		Number of Live Stock.	Bags of Mail.	Subsidy Paid.
			Weight.	Measure-ment.			
							£ cts
1907.....	24	181	670	Nil.	Not given.	Not given.	1,368 00
1908.....	31	282	1,857	776	248	Nil.	2,000 00
1909...	32	198	1,289	Nil.	678	Nil.	2,000 00
1910...	36	247	1,361	Nil.	927	Nil.	2,000 00
1911.....	26½	326	1,387	382	Nil.	Nil.	2,096 50
1912.....	86	715	3,609	Nil.	998	Nil.	6,718 75
1913 ..	84	904	2,687	Nil.	257	Nil.	7,000 00
1914.....	64	550	535	Nil.	Nil.	Nil.	5,942 70
1915.....	67	315	1,145	Nil.	Nil.	Nil.	5,566 26
1916 .. . . .	55½ {	In 271 Out 316	351 445	Nil. Nil.	Nil. Nil.	Nil. Nil.	} 5,773 05
(To Oct. 31).		Total 587	796	Nil.	Nil.	Nil.	

Traffic returns shown above from 1907 to 1911 inclusive are for Pictou-Cheticamp service only (123 miles), from Pictou to Port Hood, Mabou, Port Bain, Inverness, Red Cape, Margaree, Big Pond and Cheticamp.



SESSIONAL PAPER No. 10e

PORT MULGRAVE, ST. PETER'S, IRISH COVE AND MARBLE MOUNTAIN.

RICHMOND STEAMSHIP COMPANY.

Contract No. 26.  
T. & C. File 16018.

Vote 190.—*Steam Service from the opening to the closing of navigation in 1917, between Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain, and other ports on the Bras d'Or Lakes—*

1916-17.. . . . .	\$6,500
1917-18.. . . . .	6,500

Contractors.—The Richmond Steamship Company, of Sydney, N.S.

Date of Contract.—February 15, 1916.

Duration of Contract.—From the opening to the close of navigation in 1916.

Service and Ports of Call.—Two full round trips each week between Port Mulgrave, Poulamond, Grandique, River Bourgeois, St. Peter's, Johnston's Harbour, Irish Cove and Grand Narrows, and four full round trips each week between Grand Narrows and Marble Mountain, two of which each week are to extend to West Bay.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$6,500 per annum, payable in July, October, December and at the close of the service.

DISTANCES.

		Miles.
Grand Narrows to Marble Mountain.. . . . .		18
" West Bay.. . . . .		31
" Irish Cove.. . . . .		11
" Johnston's Harbour.. . . . .		19
" St. Peter's.. . . . .		31
" Grandique.. . . . .		44
" Mulgrave.. . . . .		65

DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			No. of Passengers Carried.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots			
Richmond.....	112.5	18	8.25	105	162	75	100	21	9	Sydney..	1905	Wood



7 GEORGE V, A. 1917

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock Carried.	Mails.	Subsidy Paid.
1907.....		1,320	650	Not stated.	Not stated.	\$6,000 00
1908.....	145	2,100	772	Nil.	Nil.	6,000 00
1909.....	153	2,290	554	Nil.	Nil.	6,000 00
1910.....	156	2,200	425	Nil.	Nil.	6,000 00
1911.....	204	1,970	515	6	Nil.	6,000 00
1912.....	214	2,274	735	28	Nil.	6,000 00
1913.....	224	2,180	674	35	Nil.	5,920 50
1914.....	197	1,250	475	10	Nil.	6,500 00
1915.....	208½	1,360	467	15	Nil.	6,500 00
1916.....	233	In 695	290	19	Nil.	6,500 00
		Out 695	193	4	Nil.	
Total		1,390	483	23	Nil.	6,500 00

PRINCE EDWARD ISLAND, CAPE BRETON AND NEWFOUNDLAND.

J. A. FARQUHAR AND COMPANY.

Contract No. 36.  
T. & C. File 16191.

Vote 191.—*Steam Service between Prince Edward Island and Cape Breton and Newfoundland—*

1916-17.. . . . .	\$16,500
1917-18.. . . . .	20,000

Contractors.—J. A. Farquhar and Company, Halifax, N.S.

Date of Contract.—April 19, 1916.

Duration of Contract.—Opening of navigation to December 31, 1916.

Service and Ports of Call.—Regular sailings every fortnight between Summerside, P.E.I., and St. John's, Nfld., calling each way at Charlottetown, P.E.I., and Sydney, N.S., and if so required by the Minister calling on outward voyages only at Souris, P.E.I., and North Sydney, N.S.

Government Wharves.—Steamers must call whenever possible.

Subsidy.—\$20,000 per annum payable as follows: \$6,500 payable on the first of July, and \$6,500 on the first of September, and \$7,000 on the completion of the service.

Provided, however, that in the event of stress of weather, or other causes over which the contractor has no control, the full number of trips above provided for should not be performed, the contractor shall have the option of performing such trips or any proportion thereof in the month of January, and shall receive a proportionate subsidy therefor.

Mails.—To be carried free.



SESSIONAL PAPER No. 10e

## DISTANCES.

	Miles.
Summerside to Charlottetown.. . . . .	49
Charlottetown to Sydney.. . . . .	207
Sydney to St. John's, Nfld.. . . . .	396
Total.. . . . .	652

## DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			N. H. P.	Speed, Knots.	PASSENGER ACCOMMODATION.		Refrigerator Space.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.			1st Class.	2nd Class.		At	In	Of
	Feet.	Feet.	Feet.								C.Ft.			
Sable I....	183	28-6	13-3	341	734	550	85	10	30	10	Nil.	Paisley.....	1914	Steel.

## TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Number of Live Stock Carried.	Bags Mail.	Subsidy Paid
						\$ cts.
1907.....	10	830	7,745	Not stated.	Nil.	8,000 00
1908.....	9	482	6,864	1,219	Nil.	8,000 00
1909..	12	535	11,321	1,415	Nil.	8,000 00
1910.....	12	417	10,251	2,052	Nil.	8,000 00
1911.....	32	2,157	37,283	2,814	Nil.	12,000 00
1912.....	27½	1,193	27,038	1,998	Nil.	12,000 00
1913.....	33	1,459	27,722	2,414	Nil.	16,500 00
1914.....	22½	633	23,017	1,983	Nil.	14,278 84
1915 .	11	59	2,312	904	449	10,416 67
1916 ....	17	{ In 132 Out 141	{ 340 4,338	{ Nil. 757	{ Nil. Nil.	{ 20,000 00
		Total 273	4,678	757	Nil.	

From 1907 to 1914 inclusive this service was performed by the Dominion Coal Co., Ltd., of Glace Bay, C.B.



ORIGIN, QUANTITY, AND VALUE OF CARGO EXPORTED.

Calen- dar Year.	From	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
		Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't.	Value.	Tons Weight.	Tons Meas't	Value.
1912...	Sydney.....	252	4	\$ 10,970	Nil.	Nil.	\$ Nil.	252	4	\$ 10,970
	Charlottetown	7,161	138½	228,844	Nil.	Nil.	Nil.	7,161	138½	228,844
	Summerside..	575	.....	26,555	Nil.	Nil.	Nil.	575	.....	26,555
	Montreal.....	16,459½	40	1,034,416	1,192¼	6	191,025	17,651½	46	1,225,441
	Total.....	24,447½	182¼	1,300,785	1,192¼	6	191,025	25,639¾	188¾	1,491,810
1913..	Sydney...	320	14	10,787	Nil.	Nil.	Nil.	320	14	10,787
	Charlottetown	5,224	84	212,262	Nil.	Nil.	Nil.	5,224	84	212,262
	Summerside..	783	Nil.	23,049	2	Nil.	328	785	.....	23,377
	Montreal.....	17,422	Nil.	1,143,369	1,375	2	289,904	18,797	2	1,433,273
	Total.....	23,749	98	1,389,467	1,377	2	290,232	25,126	100	1,679,699
1914.	Sydney.....	172	7	8,820	Nil.	Nil.	Nil.	172	7	8,820
	Charlottetown	4,333	57	196,369	Nil.	Nil.	Nil.	4,333	57	196,369
	Summerside..	1,289	Nil.	36,423	Nil.	Nil.	Nil.	1,289	Nil.	36,423
	Montreal.....	13,329	8	866,215	1,180	Nil.	248,158	14,509	8	1,114,373
	Total.....	19,123	72	1,107,827	1,180	Nil.	248,158	20,303	72	1,355,985
1915	This information was not supplied by the contractor in 1915.									
1916	P.E.I. ports..	4,328	10	267,488	Nil.	Nil.	Nil.	4,328	10	267,488

PRINCIPAL ARTICLES EXPORTED.

All Canadian Origin.—Cattle, sheep, potatoes, hay, oats, straw, cheese, butter, and vegetables.

QUEBEC AND HARRINGTON.

CANADA STEAMSHIP LINES, LTD.

Contract No. 35.  
T. & C. File 16908.

Vote 192.—Steam Service during the year 1917, between Quebec and Harrington, calling at ports and places along the northern shore of the River St. Lawrence between such terminals—

1916-17.....	\$28,000
1917-18.....	28,000

Contractors.—The Canada Steamship Lines, Ltd., of Montreal, Que.

Date of Contract.—November 7, 1916.



## SESSIONAL PAPER No. 10e

*Duration of Contract.*—From the opening of navigation, 1917, to the close of navigation on the St. Lawrence in 1919.

*Service.*—Four round trips each month from Quebec to Natashquan, one trip each month to be extended to Harrington Harbour, and one trip during the season to be extended to Blanc Sablon.

*Ports of Call.*—Sailing from Quebec to Natashquan and return, calling both ways on all trips at Les Escoumains, Godbout, Point des Monts, Trinity Bay, Penticost River, Rivière aux Graines, Clarke City, Seven Islands, Moisie, Sheldrake, Thunder River, Magpie, River St. John, Long Point, Mingan and Esquimaux Point.

*Cold Storage.*—During the fresh fish shipping season the steamships engaged in the service shall have such reasonable cold storage accommodation as may be required for the trade offering.

*Through Bills of Lading.*—When required, the contractors shall issue through bills of lading to and from Montreal from all ports of call.

*Subsidy.*—\$28,000 per annum, \$9,000 being payable on July 1, \$9,000 on October 1, and \$10,000 on the closing of navigation.

*Mails.*—To be carried free.

## DISTANCES.

	Miles.
Quebec to Godbout.. . . .	224
Godbout to Pt. des Monts.. . . .	8½
Pt. des Monts to Trinity Bay.. . . .	6
Trinity Bay to Egg Island.. . . .	12½
Egg Island to Pentecost.. . . .	12
Pentecost to Seven Islands.. . . .	42
Seven Islands to Clark City.. . . .	8½
Clark City to Moisie.. . . .	18
Moisie to Rivière aux Graines.. . . .	35
Rivière aux Graines to Sheldrake.. . . .	12
Sheldrake to Thunder River.. . . .	5
Thunder Bay to Magpie.. . . .	18½
Magpie to St. John's River.. . . .	6
St. John's River to Long Point.. . . .	8½
Long Point to Mingan.. . . .	5
Mingan to Esquimaux Point.. . . .	17
Esquimaux Point to Natashquan.. . . .	77½
Natashquan to Harrington.. . . .	122½
Total.. . . .	628½

## DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N.H.P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Cascapedia...	245.2	35.2	15	1185	1849	1000	180	189	10	Dundee...	1895	Steel.
Laurentian....	149	24	11.1	155	355	168	62	84	10	Beverley, Eng.	1902	Steel.



7 GEORGE V, A. 1917

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.		Subsidy paid.
1907.....	32	2,508	24,000	Not stated.	Not stated.		\$ cts 20,000 00
					Lock Bags.	Tied Sacks.	
*1908.....	35	2,695	10,180	22	1,692	1,448	20,000 00
*1909.....	35	2,359	4,970	110	1,589	913	20,000 00
*1910.....	30	2,996	8,600	179	1,389	1,138	20,000 00
*1911.....	19	1,803	3,660	98	670	856	13,666 65
*1912.....	23	2,330	6,312	130	1,104	1,144	12,214 28
*1913.....	13	2,033	4,159	172	612	468	13,812 50
1914.....	†28½	2,285	9,339	Nil.	1,946	Nil.	25,983 35
1915.....	32	3,081	4,669	Nil.	2,737	Nil.	28,000 00
1916.....	32	In 2,074 Out 1,939	1,265 2,118	Nil. Nil.	849 1,398	Nil. Nil.	28,000 00
	Total...	4,013	3,383	Nil.	2,247	Nil.	

\*Service performed by Holliday Bros., of Quebec.  
†And 2 trips to Clark City.

QUEBEC AND GASPE BASIN.

THE GASPÉ AND BAIE DES CHALEURS S.S. CO., LTD.

Contract No. 21.  
T. & C. File 16024.

Vote 193.—Steam Service between Quebec and Gaspé Basin, touching at intermediate ports—

1916-17.. . . . .	\$8,500
1917-18.. . . . .	8,500

Contractors.—The Gaspé and Baie des Chaleurs S.S. Co., Ltd., Quebec, Que.  
Date of Contract.—February 26, 1916.  
Duration of Contract.—From the opening to the close of navigation in 1916.

Service and Ports of Call.—A regular weekly service between Quebec and Gaspé Basin, during the season of navigation on the St. Lawrence, calling both ways, weather and water permitting, at Matane, Cape Chatte, Ste. Anne des Monts, Mont Louis, Grande Vallée, Chlorydome, Fox River, Griffin Cove, L'Anse à Louise, Grande Grève, Douglastown, Gaspé Basin, and at the contractors option to extend the route as far as Paspébiac, calling both ways at Malbay, Percé, Cape Cove, Grand River, Newport and Port Daniel; and at the following places once each round trip, either on the up or down voyage, viz.: Ste. Félicité, Mechins, Martin River, Claude River, St. Antoine, Magdalen, Petite Vallée, Pte. Frigate, Pte. Secher, Grand Etang, Anse à Valeau, Pte. Jaune, Little Fox River, Cape Rosier, as well as such other port or ports, place or places, en route, as the Minister may from time to time direct. Each of the two steamers employed must make 15 round trips during the season of navigation.

Government Wharves.—Steamer must call whenever possible.  
Subsidy.—\$8,500 per annum, payable as follows: \$283.33½ per trip, payable monthly.  
Mails.—To be carried free.



SESSIONAL PAPER No. 10e

DISTANCES.		Miles.
Quebec to Matane...		199
Matane to Ste. Felicité...		9
Ste. Felicité to Mechins...		14
Mechins to Cap Chat...		13
Cap Chat to Ste. Anne...		9
Ste. Anne to Martin River...		15
Martin River to Claude River...		11
Claude River to Mount Louis...		6½
Mount Louis to St. Antoine...		7½
St. Antoine to Lit. Madeleine...		5
Lit. Madeleine to Cap Madeleine...		4
Cap Madeleine to Grand Valley...		6½
Grand Valley to Pte. Vallée...		3½
Pte. Vallée to Pte. Frigate...		4
Pte. Frigate to Chlorydomes...		5½
Chlorydomes to Pte. Seche...		2½
Pte Seche to Grand Etang...		3
Grand Etang to Anse à Valeau...		6½
Anse à Valeau to Pte. Jaune...		3
Pte. Jaune to Little Fox River...		3
Little Fox River to Fox River...		3
Fox River to Griffin Cove...		5½
Griffin Cove to L'Anse à Louise...		4
L'Anse à Louise to Cap Rosier...		2
Cap Rosier to Grande Greve...		11
Grande Greve to Douglastown...		5
Douglastown to Gaspé Basin...		8½
Gaspé Basin to Malbaie...		22
Malbaie to Perce...		5
Perce to Cape Cove...		9
Cape Cove to Grand River...		8
Grand River to Newport...		12
Newport to Port Daniel...		12½
Port Daniel to Paspebiac...		16
Total...		454

DESCRIPTION OF VESSELS EMPLOYED.

Name.	Dimensions.			Tonnage.			Passenger Accommodation.	N. H. P.	Speed, Knots.	Built.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At.	In.	Of.
	Ft.	Ft.	Ft.									
Percesien...	185.5	27.2	19.5	440	800	500	240	131	13	Kinghorn, Fife..	1892	Iron.
Gaspesien.	160.8	27	11	270	490			70	10½	Wallsend... ..	1874	Iron.



7 GEORGE V, A. 1917

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail.	Subsidy Paid.
						\$ cts.
1907.....	15	2,275	2,200	Nil.	Nil.	8,500 00
1908.....	15	2,225	2,295	Nil.	Nil.	8,500 00
1909.....	15	1,806	2,359	Nil.	Nil.	8,500 00
1910.....	15	1 631	2,525	Nil.	Nil.	8,500 00
1911.....	15	1,801	2,070	Nil.	Nil.	8,500 00
1912.....	15	2,605	2,060	Nil.	Nil.	8,500 00
1913 (a) (Bouchard Bros. service).. 1913 (b) (These two trips were made by the "Gaspesien," of the Gaspé and Baie des Cha- leurs Line).	13 2	1,510 228	1,378 2,975	Nil. Nil.	Nil. Nil.	7,366 67 1,133 33
1914.....	15	1,523	3,275	Nil.	Nil.	8,500 00
1915.....	15	1,233	3,562	Nil.	Nil.	8,500 00
1916*.....	31	In 664 Out 560	514 3,407	Nil. Nil.	Nil. Nil.	8,500 00
		Total 1,224	3,921	Nil.	Nil.	

From 1907 to 1913 the service was performed by Bouchard Bros., Quebec over part of the route covered by the present contract, between the ports of Quebec and Gaspé Basin.

The *Lady of Gaspé* was wrecked on October 13, 1915, after performing twelve trips. The remaining three trips were run by the *Percesien*, of the Gaspé and Baie des Chaleurs Steamship Company, who received \$1,700 for the service.

QUEBEC AND THE NORTH SHORE OF THE ISLAND OF ORLEANS.

THE QUEBEC AND LEVIS FERRY CO., LTD.

Contract No. 69.  
T. & C. File No. 16059.

Vote 194.—*Steam Service between Quebec and ports on the north shore of the Isle of Orleans—*

1916-17.. . . . .	\$4,500
1917-18.. . . . .	4,500

*Contractors.*—The Quebec and Levis Ferry Co., Ltd., of Quebec, Que.  
*Date of Contract.*—March 1, 1916.

*Duration of Contract.*—From the opening to the close of navigation (November 15) in 1916.

*Service and Ports of Call.*—Two round trips each week between Québec and St. Francois and Ste. Famille on the North shore of the Isle of Orleans; and a third round trip shall be made if contractors find that traffic warrants it in the months of September and October.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$4,500 per annum, payable as follows: \$1,500 on August 1, \$1,500 on October 1, and \$1,500 on the completion of the service.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Quebec to Ste. Famille.. . . . .	18
Ste. Famille to St. François.. . . . .	7
Total.. . . . .	25



SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.						Knots		1886 Rebuilt 1902	
North.....	132.4	25.2	9 3	182	289	80	450	30	10	Levis.....		Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags Mail.	Subsidy Paid.
1911.....	40	1,610	475	Nil.	Nil.	\$2,500
1912.....	43	1,661	349	Nil.	Nil.	2,500
1913.....	63	2,404	569	Nil.	Nil.	4,500
1914.....	64	3,224	938	Nil.	Nil.	4,500
1915.....	58	2,535	694	Nil.	Nil.	4,500
1916.....	59	In 1,368 Out 1,368	586 110	} Nil.	Nil.	4,500
	Total...	2,736	696			

RIVIERE DU LOUP AND TADOUSSAC AND OTHER NORTH SHORE PORTS.

THE QUEBEC AND LEVIS FERRY COMPANY, LTD.

Contract No. 62.  
T. & C File 15931.

Vote 195.—*Steam service between Rivière du Loup, Tadoussac and other North Shore ports.*—

1916-17.....	\$6,000
1917-18.....	6,000

Contractors.—The Quebec and Levis Ferry Co., Ltd., of Quebec.

Date of Contract.—December 20, 1915.

Duration of Contract.—May 1, 1916, to October 31, 1916.

Service and Ports of Call.—Full round trips from Rivière du Loup on week days as follows:—

(a) In July and August: Twice a week, calling at St. Catherine's Bay, Tadoussac and Escoumains. Three times a week, calling at St. Catherine's Bay, Tadoussac and Grosse Roche in the Saguenay. Once a week, calling at St. Siméon, St. Catherine's Bay and Tadoussac.

(b) In June and September: Twice a week, calling at St. Catherine's Bay, Tadoussac and Escoumains. Twice a week, calling at St. Catherine's Bay, Tadoussac and Grosse Roche. Once a week, calling at St. Siméon, St. Catherine's Bay and Tadoussac



7 GEORGE V, A. 1917

(c) In May and October: Twice a week, calling at St. Catherine's Bay, Tadoussac and Escoumains. Twice a week, calling at St. Catherine's Bay, Tadoussac and Grosse Roche. Once a week, calling at St. Simeon.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$6,000 per annum, payable in three equal instalments on July 1, September 1 and November 1.

*Mails.*—To be carried free.

DISTANCES.

	Miles
Rivière-du-Loup to St. Simeon.. . . .	35
St. Simeon to St. Catherine's Bay.. . . .	30
St. Catherine's Bay to Tadoussac.. . . .	5
Tadoussac to Escoumains.. . . .	28
Total.. . . .	98
Rivière-du-Loup to Tadoussac.. . . .	24

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.		Passenger Accommodation	N. H. P.	Speed.	BUILT.		
	Length.	Breadth	Depth.	Net.	Gross.				At	In	Of
	Ft.	Ft.	Ft.					Knots			
Pilot . . . . .	109	32.5	13.7	269	427	390	75	12	Levis.	1884, Rebuilt 1901	Wood
Queen . . . . .	117	31.6	14.8	249	367	...	75	.....	Levis.	1886	Wood

The *Pilot* was wrecked in January, 1916, and replaced by the *Queen*.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers.	FREIGHT.		Live Stock.	MAILS.		Subsidy Paid.
			Tons Weight.	Tons Measurement.		Lock Bags.	Tied. Sacks.	
1909.....	115	1,352	936	Nil.	13	430	653	\$3,627 65
1910.....		2,026	309	Nil.	23	617	290	6,000 00
1911.....		2,793	353	9	18	1,231	300	6,000 00
				Feet Lumber.				
1912.....	141	2,508	341	53,705	26	1,137	248	6,000 00
1913.....	140	3,529	402	53,492	14	805	244	6,000 00
1914.....	141	1,783	234	12,536	8	789	439	6,000 00
1915.....	139	2,438	379	47,180	121	683	548	5,954 54
1916.....	85	In.....478 Out....610	21 121	Nil. Nil.	11 23	179 258	68 287	} 3,642 45
	Total..	1,088	142	Nil.	34	437	355	

From 1909 to 1915, inclusive, the service was performed by La Cie Trans St. Laurent.



SESSIONAL PAPER No. 10e

WINTER STEAM SERVICE BETWEEN RIVIERE DU LOUP, TADOUSSAC  
AND OTHER ST. LAWRENCE PORTS.

QUEBEC AND LEVIS FERRY CO.

Contract No. 62A. —

T. &amp; C. File No. 15929.

*Note 196.*—Winter steam service between Rivière du Loup, Tadoussac and other St. Lawrence ports—

1915-16 . . . . .	\$8,000
1916-17 . . . . .	8,000

*Contractors.*—The Quebec and Levis Ferry Co., Ltd., of Quebec.*Date of Contract.*—Dec. 20, 1915.*Duration of Contract.*—December 20, 1915, to April 30, 1916. (The contract has not been renewed yet).*Service and Ports of Call.*—(a) An average of four round trips each month between Rivière du Loup and Tadoussac, during December, 1915, and January, February, March and April, 1916.(b) An average of two round trips each month between Tadoussac and Escoumains or St. Simeon or Anse de la Grosse Roche or *vice versa*, calling at one or more of the said latter three ports, from December, 1915, to March, 1916, inclusive.*Subsidy.*—(a) \$250 for each round trip between Tadoussac and Rivière du Loup during December, 1915, and January, February, March and April, 1916.

(b) \$50 for each round trip performed according to paragraph “b” under “Service and Ports of Call” above, between Tadoussac and Escoumains or St. Simeon or Anse de la Grosse Roche during December, 1915, and January, February and March, 1916.

(c) \$500 for each round trip from Rivière du Loup to Clark City (Seven Islands), via Tadoussac, in addition to any other trips otherwise provided for herein, and for which subsidy has been paid, between Tadoussac and Rivière du Loup; not exceeding, however, two round trips before May 1, 1916.

*Additional Subsidy.*—Should the contractors perform a greater number of trips than those stipulated above, in the clause headed “Service and Ports of Call,” they shall be paid in addition a proportionate amount of the subsidy as stipulated in the clause headed “Subsidy,” provided that the amount shall not be in excess of the balance of the subsidy available therefor from December 20, 1915, in the estimates for 1915-16.*Government Wharves.*—Steamer must call whenever possible.*Mails.*—To be carried free.

## DISTANCES.

	Miles.
Tadoussac to Rivière du Loup. . . . .	24
“ Escoumains. . . . .	20
“ Anse de la Grosse Roche. . . . .	12
“ St. Simeon. . . . .	21
Total. . . . .	77



7 GEORGE V, A. 1917

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					Cu.ft		Knots			
Pilot. . . . .	109	32.5	13.7	269	427	..	390	Nil.	75	12	Levis . . .	1884, Rebuilt 1904	Wood
Queen. ....	117	31.6	14.8	249	367	..	..	....	75	.....	Levis	1886	Wood

The *Pilot* was wrecked in January, 1916, and replaced by the *Queen*.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers Carried.	FREIGHT CARRIED.		Live Stock.	MAILS.		Subsidy Paid.
			Weight.	Lumber		Bags.	Sacks.	
			Tons.	Feet.				
1910 . . . . .	81	328	145	Nil.	3	229	109	5,600
1911.....	49	290	112	8,400	4	234	28	5,500
1912.....	44	318	104	25,910	Nil.	167	25	6,950
1913.....	41	366	171	25,000	10	155	57	6,500
1914.....	34	355	137	6,900	3	86	31	6,000
1915.....	33	193	113	Nil.	7	86	50	5,750
1916	29	In.... 113 Out... 123	32 10	— —	1 —	35 62	4 32	} 3,650
	Total.....	236	42	—	1	97	36	

ST. CATHERINE'S BAY AND TADOUSSAC.

JOSEPH TREMBLAY, ALEXIS.

Contract No. 24.

T. & O. File No. 16982.

Vote 197.—Winter steam service between St. Catherine's Bay and Tadoussac—	
1916-17.. . . . .	\$3,500
1917-18.. . . . .	3,500

Contractor.—Jos. Tremblay, Alexis, Chicoutimi, Quebec.

Date of Contract.—November 16, 1916.

Duration of Contract.—November 17, 1916, to May 15, 1917.

Service and Ports of Call.—Two round trips each day (Sunday excepted) between St. Catherine's Bay and Tadoussac, weather and ice conditions permitting; and one trip on such Sundays as may be necessary to carry mails in case the said mails have been delayed and have not been transported on the regular trips as required under this contract on the previous day.



SESSIONAL PAPER No. 10e

*Subsidy.*—\$3,500 per annum, payable in instalments on the last days of November, December, January, February, March, April and May.

*Mails.*—To be carried free.

*Distance.*—St. Catherine's Bay to Tadoussac, 2 miles.

## DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	Refrigerator Space.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.					At	In	Of
	Ft.	Ft.	Ft.					C. Ft.		Knots.			
Ha Ha!	51.2	15	6	22	38	—	—	Nil.	17	—	Quebec.	1913	Wood

## TRAFFIC RETURNS.

Year.	No. of Round Trips Run.	Passengers No.	Freight Tons.	Live Stock No.	MAILS.		Subsidy Paid.
					Bags.	Sacks.	
							\$ cts.
*Feb. 15 to May 15, 1909.....	150	359	6	9	260	Nil.	2,250 00
†1910...	272	479	8	38	462	167	4,019 52
‡1911.....	284	452	29	56	667	116	3,357 91
†1912...	277	637	31	111	705	141	3,364 09
†1913 ..	286	629	40	96	919	152	3,459 32
†1914 ..	259	545	43	58	852	257	2,623 65
†1915...	268	567	77	96	966	439	3,849 98
†1916 (to April 30).	124	In 114 Out 138	18 24	16 18	291 124	189 35	1,458 33
	Total	252	42	34	415	224	

\*Service performed by Price Bros., Quebec.

†Service performed by La Cie Trans-St-Laurent.

‡Service performed by the Quebec and Lévis Ferry Co.

## ST. JOHN AND PORTS IN CUMBERLAND BASIN.

## HARBINGER STEAMSHIP COMPANY, LTD.

Contract No. 59.

T. & C. File No. 16074.

*Vote 198.*—Steam service between St. John and ports in Cumberland Basin—

1916-17.. . . . .	\$3,000
1917-18.. . . . .	3,000

*Contractors.*—The Harbinger S. S. Co., Ltd., of River Hebert, N.S.



7 GEORGE V, A. 1917

*Date of Contract.*—March 14, 1916.

*Duration of Contract.*—From the opening to the close of navigation in 1916.

*Service.*—Weekly.

*Ports of Call.*—St. John, Albert, Riverside and Harvey, N.B., and Joggin's Mines, Minudie and River Hebert in Cumberland County, N.S. A call is required at Amherst Point Wharf, when there is freight to be taken on or put off there.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$3,000, payable in equal instalments of \$1,000 on July 1, October 1, and on the completion of the service.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
St. John to Harvey.. . . . .	75
Harvey to Riverside.. . . . .	4
Riverside to Joggin's.. . . . .	13
Joggins to Amherst Point.. . . . .	18
Amherst Point to Minudie.. . . . .	3
Minudie to River Hebert.. . . . .	8
Total.. . . . .	121

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Harbinger.....	97	20	8.4	46	108	100	46	16	8 Knots	Shelburne, N.S.	1901	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Passengers.	Freight.	Live Stock.	Mails.	Subsidy Paid.
1909. . . . .	39	Nil.	1,243	Nil.	Nil.	\$3,000 00
1910. . . . .	38	40	3,055	Nil.	Nil.	3,000 00
1911. . . . .	35	26	1,950	Nil.	Nil.	3,000 00
1912. . . . .	35	24	2,175	Nil.	Nil.	2,837 84
1913. . . . .	31	40	3,675	Nil.	Nil.	2,694 43
1914. . . . .	37	35	3,037	Nil.	Nil.	3,000 00
1915. . . . .	37	38	2,950	Nil.	Nil.	3,000 00
1916. . . . .	32	In..... 10 Out..... 15 Total.. 25	710 1,730 2,444	Nil.	Nil.	2,750 00



SESSIONAL PAPER No. 10e

ST. JOHN AND ST. ANDREWS, N.B.

MARITIME STEAMSHIP COMPANY, LTD.

Contract No. 41.  
T. & C. File No. 16137.

Vote 199.—Steam service between St. John, N.B., and St. Andrews, N.B., calling at intermediate points—

1916-17.. . . .	\$4,000
1917-18.. . . .	4,000

Contractors.—The Maritime Steamship Company, Ltd., of Black's Harbour, N.B.  
Date of Contract.—March 31, 1916.  
Duration of Contract.—April 1, 1916, to March 31, 1917.

Service and Ports of Call.—A regular service between St. John and St. Andrews, calling at Dipper Harbour, Black's Harbour, Back Bay, Letete, Deer Island, and St. George.

One round trip per week is to be run throughout the year, as follows:—

- (a) Leave St. John for St. Andrews on Saturday mornings, calling at Dipper Harbour, Beaver Harbour, Black's Harbour, Back Bay, or Letete, Deer Island and Red Store or St. George.
- (b) Returning leave St. Andrews for St. John on Tuesday mornings, calling at Letete or Back Bay, Black's Harbour, Beaver Harbour and Dipper Harbour.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$4,000 per annum, payable as follows: On October 1, \$2,000 and on the completion of the service, \$2,000.

Mails.—To be carried free.

DISTANCES.

		Miles.
St. John to	Dipper Harbour.. . . .	19
"	Beaver Harbour.. . . .	36
"	Black's Harbour.. . . .	42
"	Lord's Cove.. . . .	50
"	Back Bay.. . . .	55
"	Letete.. . . .	58
"	St. George.. . . .	68
"	St. Andrew's.. . . .	80

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Connors Bros.	Ft. 97	Ft. 21-6	Ft. 9	49	133	150	197	30	Knots 8	Shelburne, N.S.	1904	Wood.



7 GEORGE V, A. 1917

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips Run.	Passengers Carried.	Tons of Freight Carried.	Live Stock.	MAILS.		Subsidy Paid. \$ cts.
					Lock Bags.	Tied Sacks.	
May 1 to Dec. 31, 1909...	26	873	2,762	Nil.	Nil.	Nil.	500 00
1910 ..	48	1,040	4,733	Nil.	Nil.	Nil.	2,500 00
1911 ..	49	1,058	5,005	Nil.	196	Nil.	3,384 62
1912 ..	48	1,095	4,825	Nil.	192	Nil.	3,769 23
1913 ..	47	1,091	4,656	Nil.	188	Nil.	4,000 00
1914 ..	48	1,121	5,436	Nil.	200	Nil.	4,000 00
1915 ..	50	1,276	5,884	Nil.	200	6	4,000 00
1916 ..	52	<div>In610 Out665</div>	<div>3,423 3,423</div>	<div>Nil. Nil.</div>	<div>104 104</div>	<div>6 6</div>	<div>4,000 00 4,000 00</div>
		Total 1,275	6,846	Nil.	208	12	

ST. JOHN AND BRIDGETOWN.

BRIDGETOWN STEAMSHIP COMPANY.

Contract No. 72.  
T. & C. File No. 16020.

Vote 200.—Steam service between St. John and Bridgetown—

1916-17.. . . . .	\$2,500
1917-18.. . . . .	2,500

Contractors.—The Bridgetown Steamship Company, Ltd., of Bridgetown, N.S.

Date of Contract.—February 19, 1916.

Duration of Contract.—From the opening to the close of navigation in 1916.

Service and Ports of Call.—Weekly; making thirty-two round trips during the season of navigation between St. John and Bridgetown, calling each way at Ray’s Creek, Tupperville and Round Hill; and calling fortnightly at Clementsport and Deep Brook.

Government Wharves.—Steamer must call whenever possible.

Subsidy.—\$78.12 for each round trip, not to exceed a total of \$2,500 for the season.

Mails —To be carried free.

DISTANCES.

	Miles.
Bridgetown to Upper Granville.. . . . .	5½
Granville to Tupperville.. . . . .	½
Tupperville to Round Hill.. . . . .	7
Round Hill to St. John.. . . . .	57
Total.. . . . .	70



SESSIONAL PAPER No. 10e

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Valinda.....	Ft. 95	Ft. 21·5	Ft. 9·3	56	117	60	25	19	9½	Liverpool, N.S.....	1911	Wood.

TRAFFIC RETURNS.

Calendar Year.	Number of Round trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1912.....	56	7	5,148	Nil.	Nil.	\$ 2,000
1913.....	36	55	3,021	Nil.	Nil.	2,000
1914.....	35	30	3,845	Nil.	Nil.	2,500
1915.....	36	17	2,313	Nil.	Nil.	2,500
1916.....	35 {	In 11 Out 18	1,575 979½	Nil. Nil.	Nil. Nil.	} 2,500
		Total 29	2,554½	Nil.	Nil.	

ST. JOHN AND DIGBY.

DOMINION ATLANTIC RAILWAY COMPANY.

Contract No. 8.  
T. & C. File 16111.

Vote 201.—Steam service between St. John and Digby—

1916-17.....	\$20,000
1917-18.....	20,000

Contractors.—The Dominion Atlantic Railway Company of Kentville, N.S.  
On September 1, 1913, this line passed to the control and ownership of the Canadian Pacific Railway, Montreal, Que.

Date of Contract.—March 27, 1916.  
Duration of Contract.—April 1, 1916, to March 31, 1917.

Service and Ports of Call.—Full round daily trips (Sundays excepted) from St. John to Digby and return to St. John.



7 GEORGE V, A. 1917

*Connection at St. John.*—On all trips from Digby to St. John the steamer shall arrive at St. John in ample time for passengers, mails and perishable express goods westward bound to be transferred to the C.P.R. afternoon train for Montreal.

In the event of any trip from St. John to Digby or the connection with the west-bound trains at St. John being missed owing to stress of weather upon satisfactory evidence thereof being furnished the Minister, he may direct that no deduction be made from the subsidy.

*Subsidy.*—\$20,000 payable quarterly, in July, October, January and April.

*Mails.*—To be carried free. If during the continuance of this contract other trips are made than as above stated, all mails tendered shall be carried without additional remuneration.

*Distance.*—St. John to Digby, 47 miles.

DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Yarmouth.....	220.3	35.2	21.0	725	1452		450			Nil.	260	14	Dumbarton	1887	Steel.

TRAFFIC RETURNS.

Calendar Year.	No. of Round trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails..		Subsidies Paid.
1907.....	263	27,068	21,285	Not stated.	Not stated.		\$    cts. 16,245 29
1908 ..	314	28,782	21,161	349	{ 2,093 lock bags. 8,413 tied sacks. }		19,935 90
1909.....	313	29,889	22,061	471	Bags.	Sacks.	19,792 50
1910.....	313	32,328	23,163	499	4,414	16,004	19,872 20
1911...	311	30,834	27,040	406	4,782	17,511	19,870 96
1912..	312	31,152	26,520	580	5,075	21,340	19,936 71
1913..	320	39,781	29,507	455	6,434	18,238	19,613 73
1914.....	377	30,957	23,810	1,155	6,049	15,213	19,805 19
1915.	312	25,795	22,367	617	3,443	25,427	20,000 00
1916...	315	In....16,157 Out...14,952	7,052 25,841	397 172	2,488 933	12,882 13,331	20,000 00
		Total.31,109	32,893	569	3,421	26,213	



SESSIONAL PAPER No. 10e

## ST. JOHN, DIGBY, ANNAPOLIS AND GRANVILLE.

VALLEY STEAMSHIP COMPANY, LTD.

Contract No. 37.

T. &amp; C. File 16134.

*Vote 202.—Steam Service between St. John, Digby, Annapolis and Granville, viz.: along the west coast of the Annapolis Basin—*

1916-17.. . . . .	\$2,000
1917-18.. . . . .	2,000

*Contractors.*—The Valley Steamship Co., Ltd., of Granville Ferry, N.S.

*Date of Contract.*—March 31, 1916.

*Duration of Contract.*—April 1, 1916, to March 31, 1917.

*Service and Ports of Call.*—A weekly service between St. John, N.B., Annapolis-Royal and Granville Ferry, N.S., calling on all trips both ways at Victoria Beach and Littlewoods Wharf (opposite Goat Island), and when tide and weather will permit continuing such trips to Granville Centre, with the privilege on the part of the contractors of further extending the route to Bridgetown, N.S.

During the winter months, in case the ice will not permit the running of the vessel up the Annapolis basin and river, the trip from St. John shall be allowed to terminate at Digby.

*Repairs.*—The contractors have the right at any time to withdraw the steamer for a period of two weeks, and also in addition thereto for a period not exceeding 14 days, for the purpose of inspection or repairs, and may also replace it with another steamer subject to the approval of the minister.

*Government Wharves.*—Steamer must call whenever possible.

*Mails.*—To be carried free.

*Subsidy.*—\$2,000 per annum, payable quarterly in July, October, January and April.

## DISTANCES.

	Miles.
St. John to Annapolis.. . . . .	62
St. John to Victoria Beach.. . . . .	45
Victoria Beach to Port Wade.. . . . .	5
Port Wade to Granville Ferry.. . . . .	12
Granville Ferry to Granville Centre.. . . . .	4
Granville Centre to Annapolis.. . . . .	4
Granville Ferry to Annapolis.. . . . .	$\frac{1}{2}$
Distance between terminal points <i>via</i> way ports.. . . . .	70

## DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Granville .....	112	22	9	49	139	100	38	24	9	Shelburne..	1909	Wood.



7 GEORGE V, A. 1917

TRAFFIC RETURNS.

Calendar Year.	No. Round trips Run.	Number Passengers Carried.	Tons Freight.	Live Stock.	Mails.	Subsidy Paid.
1907..	52	100	2,721	Nil.	Nil.	1,500 00
1908	50	131	3,119	Nil.	Nil.	1,500 00
1909.....	51	58	3,069	Nil.	Nil.	1,471 15
1910.....	49	118	2,868	Nil.	Nil.	1,500 00
1911	47	60	2,694	Nil.	Nil.	1,500 00
1912.....	50	66	3,386	Nil.	Nil.	1,500 00
1913.....	51	57	2,788	Nil.	Nil.	1,500 00
1914	52	69	3,024	Nil.	Nil.	1,875 00
1915.	50	39	3,079	Nil.	Nil.	1,961 55
1916.....	50	{ In.....15 Out.....62	2,818 1,251	Nil. Nil.	Nil. Nil.	{ 2,000 00
		Total...77	4,069	Nil.	Nil.	

ST. JOHN AND PORTS ON THE BAY OF FUNDY AND MINAS BASIN.

BAY OF FUNDY AND MINAS BASIN STEAMSHIP Co., Ltd.

Contract No. 71.  
T. & C. File 16078.

Vote 203.—Steamship service between St. John, N.B., and ports on the Bay of Fundy and Minas Basin, and Margareville, N.S.—

1916-17.. . . . .	\$8,000
1917-18.. . . . .	8,000

Contractors.—The Bay of Fundy and Minas Basin Steamship Company, Ltd., of Margareville, N.S.

Date of Contract.—March 31, 1916.

Duration of Contract.—From the opening to the close of navigation in 1916.

Service and Ports of Call.—(a) A regular weekly service between St. John, N.B., and Port Williams, N.S., calling each way at Wolfville, Hantsport and Windsor. Thirty-four round trips are to be made during the season of navigation.

(c) A regular weekly service between St. John, N.B., and Margareville, N.S., calling at Hampton, Port Lorne, Port George, Morden, Ogilvie's Wharf, Harbourville and Hall's Harbour and every two weeks at Scott's Bay. Thirty-six round trips are to be made during the season of navigation, with fortnightly calls at Bass River, Kingsport and Canning, until such time as the contractors take up a regular weekly service with another steamer approved by the minister on route (b) as follows:—

(b) A regular weekly service between St. John, N.S., and Canning, N.S., calling at Spencer's Island, Parrsboro', Kingsport, and Bass River. Thirty-six round trips are to be made during the season of navigation.

Government Wharves.—Steamers must call whenever possible.

Subsidy.—\$4,500 per annum for routes (a) and (c), and \$2,500 per annum for route (b) should the service on the latter route be undertaken by the contractors, in which case the subsidy for that service is to be paid at the rate of \$69.44 per round trip.

Mails.—To be carried free.



## SESSIONAL PAPER No. 10e

## DISTANCES.

Route "A"—		Miles.
St. John to Port Williams..	.....	103
Port Williams to Wolfville..	.....	5
Wolfville to Windsor..	.....	16
Total..	.....	124
Route "B"—		
Spencer's Island to Parrsboro ..	.....	25
St. John to Spencer's Island..	.....	55
Parrsboro' to Bass River..	.....	20
Bass River to Kingsport..	.....	25
Kingsport to Canning..	.....	5
Total..	.....	130
Route "C"—		
St. John to Hampton..	.....	40
Hampton to Port Lorne..	.....	5
Port Lorne to Port George..	.....	7
Port George to Margaretville..	.....	6
Margaretville to Morden..	.....	6
Morden to Ogilvie's Wharf..	.....	4
Ogilvie's Wharf to Harbourville..	.....	3
Harbourville to Hall's Harbour..	.....	12
Hall's Harbour to Scott's Bay..	.....	12
Total..	.....	95

## DESCRIPTION OF VESSELS EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In.	Of.
	Ft.	Ft.	Ft.				Not stated		Knots			
On route "A". Margaretville..	90	20	8	37	107	100		19	9	Margaretville.	1910	Wood
On route "B". Brunswick.....	110	23	87	73	184	125	40	42	10	Canning....	1901	Wood
On route "C". Ruby L.....	93	20	8	49	118	110	40	16	9½	Margaretville.	1906	Wood

## TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Bags, Mail.	Subsidy Paid.
1911.....	69	283	5,068	Nil.	Nil.	\$ 5,105 35
1912.....	113	707	8,839	Nil.	Nil.	8,000 00
1913.....	106	604	8,569	Nil.	Nil.	7,812 50
1914.....	100	436	8,874	Nil.	Nil.	7,547 17
1915 ..	76½	190	6,530	Nil.	Nil.	5,914 83
1916.....	93	In..... 139	5,985	Nil.	Nil.	6,122 52
		Out..... 122	1,320	Nil.	Nil.	
		Total.... 261	7,305	Nil.	Nil.	

In 1911 only two steamers were employed, and the St. John and Margaretville service was not included in the contract.

In 1915 the *Brunswick* did not commence running on route "B" until August 27.



ST JOHN, WESTPORT AND YARMOUTH AND OTHER WAY PORTS.

Vote 204.—Steam service or services between St. John, Westport and Yarmouth and other way ports—

1916-17.. . . . .	\$10,000
1917-18.. . . . .	10,000

During 1916 two contracts were executed under this vote:—  
(a) The Insular Steamship Co., Ltd  
(b) Hugh Cann and Son.

(a) THE INSULAR STEAMSHIP CO., LTD.

Contract No. 50.  
T. & O. File No. 16075.

Contractors.—The Insular Steamship Company, Ltd., of Westport, N.S.

Date of Contract.—March 14, 1916.

Duration of Contract.—April 1, 1916, to March 31, 1917.

Service and Ports of Call.—Forty-four trips are to be made during the period covered by the contract, between St. John, Westport and Yarmouth, calling on each trip both ways at Freeport, Tiverton, Little River, Mink Cove, Sandy Cove, Weymouth and Meteghan, unless ice prevents.

Government Wharves.—Steamer must call whenever possible.

Substitute Steamer.—The steamer is not to be taken off the route during the months of December, January, February and March, unless it be found necessary to take the *Westport III* off for absolutely necessary repairs, in which case the contractors will supply a substitute steamer of about equal capacity, provided that such substitute can be employed at a gross expense of not more than \$1,000 per month.

Subsidy.—\$1,000 payable in sums of \$1,000 in each of the months of July, October, January and April.

DISTANCES.

	Miles.
St. John to Tiverton .. . . . .	51
Tiverton to Westport.. . . . .	11
Westport to Meteghan.. . . . .	8
Meteghan to Yarmouth.. . . . .	30
Total.. . . . .	100
Westport to Freeport.. . . . .	1
Freeport to Tiverton.. . . . .	11
Tiverton to Little River.. . . . .	7
Little River to Mink Cove .. . . . .	2½
Mink Cove to Sandy Cove.. . . . .	2½
Sandy Cove to Weymouth.. . . . .	8
Total!.. . . . .	32



SESSIONAL PAPER No. 10e

## DESCRIPTION OF VESSEL EMPLOYED.

NAME.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed, Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Westport III.....	Ft. 101	Ft. 21	Ft. 9	40	140	70	35	24	10	Shelburne..	1903	Wood

## TRAFFIC RETURNS.

Calendar Year	No. of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mail.	Subsidy Paid.
						\$ cts.
1907	43	1,800	1,790	Nil.	Nil.	1,500 00
1908	51	2,198	2,600	Nil.	Nil.	1,500 00
1909	46	2,110	1,475	Nil.	Nil.	1,500 00
1910.....	48	2,140	1,320	Nil.	Nil.	1,500 00
1911.....	47	1,990	1,570	Nil.	Nil.	2,250 00
1912.....	46	1,887	1,475	Nil.	Nil.	2,500 00
1913.....	47	1,579	950	Nil.	Nil.	2,500 00
1914.....	41½	1,040	1,150	Nil.	Nil.	2,271 63
Jan. 1 to June 30, 1915	16½	274	855	Nil.	Nil.	618 18
Jan. 1 to June 30, 1916.....	21½	{ In..... 295 Out.... 295	{ 690 585	{ Nil.	{ Nil.	1,795 36
		Total... 590	1,275			

## (b) HUGH CANN AND SON, LTD.

Contract No. 42A.

T. &amp; C. File No. 16021.

*Contractors.*—Hugh Cann and Son, Ltd., of Yarmouth, N.S.*Date of Contract.*—February 22, 1916.*Duration of Contract.*—April 1, 1916, to March 31, 1917.

*Service and Ports of Call.*—Seventy round trips are to be made during the period covered by the contract, between St. John, Westport and Yarmouth, calling on each trip both ways at Freeport and Tiverton, unless ice prevents.

Four round weekly trips are to be made in each of the months of April, November, December, January, February and March; 6 round trips in the month of May; and 8 round trips in each of the months of June, July, August, September and October.

The above-mentioned weekly trips shall be arranged so as not to conflict with the schedule of the SS. *Westport*, now running on the route.

*Freight Rates.*—The freight rates are to be the same as those charged under a previous contract, dated April 29, 1914, with such amendments as have been approved by the minister since that date.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$6,000, payable as follows: \$85.71 for each round trip performed, to be paid in July, October, January and April.







*Service and Ports of Call.*—(a) During the months of May to October, inclusive, three trips each week from L'Etete or Back Bay to St. Stephen and return, calling each way at Lord's Cove, Richardson, Leonardville, Wilson's Beach, Welch Pool, Eastport (Maine), Indian Island, Fairhaven and St. Andrews.

(c) During the months from November to April, inclusive, two round trips each week from L'Etete or Back Bay to St. Stephen and return, calling each way at Lord's Cove, Richardson, Leonardville, Wilson's Beach, Welch Pool, Eastport (Maine), Indian Island, Fairhaven and St. Andrews; and

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$6,000, of which \$3,000 is payable on July 1, and the balance on the completion of the service.

DISTANCES.

	Miles.
St. Stephen to St. Andrews.. . . . .	16
St. Andrews to Fairhaven.. . . . .	8
Fairhaven to Indian Island.. . . . .	4
Indian Island to Eastport.. . . . .	2
Eastport to Welchpool.. . . . .	2
Welchpool to Wilson's Beach.. . . . .	4
Wilson's Beach to Leonardville.. . . . .	3
Leonardville to Richardsonville.. . . . .	2
Richardsonville to Lord's Cove.. . . . .	1
Lord's Cove to L'etete.. . . . .	5
Lord's Cove to Pack Bay.. . . . .	7
<b>Total.. . . . .</b>	<b>49</b>

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.			Not						
Viking.....	75	21	6·3	86	127	stated	145	17	10	Ashtabula, Ohio	1891	Wood



7 GEORGE V, A. 1917

TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips Run.	Number of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
1907	156	9,200	2,530	Not stated.	Not stated.	3,000
1908	156	8,392	1,210	Nil.	3,232 bags. 3½ sacks	3,000
1909...	156	7,124	1,318	Nil.	4,980 bags. 78 sacks	3,000
1910.....	167	6,880	1,180	Nil.	5,252 bags.	3,000
1911.....	156	6,753	1,220	Nil.	4,590 bags.	3,000
1912.....	131	8,230	1,267	Nil.	4,432	4,000
1913.....	173½	8,958	1,489	Nil.	4,725	6,000
1914.....	148	8,501	1,493	Nil.	4,244	6,000
1915.....	174 {	In 5,029 Out 5,277	196 1,215	Nil. Nil.	2,648 2,770	6,000
		Total 9,306	1,411	Nil.	5,418	
1916.....	No service was performed.					

SYDNEY AND BAY ST. LAWRENCE.

THE NORTH SHORE STEAMSHIP COMPANY, LTD.

Contract No. 33.

T. & C. File No. 16052.

Vote 206.—Steam service during the season of 1917, between Sydney and Bay St. Lawrence, calling at way ports—

1916-17.. . . . .	\$6,000
1917-18.. . . . .	6,000

Contractors.—The North Shore Steamship Company, Limited, of Sydney, N.S.

Date of Contract.—February 26, 1916.

Duration of Contract.—From the opening to the close of navigation in the year 1916.

Services and Ports of Call.—From the opening of navigation until June 15, and from October 15 until the close of navigation.

One full round trip each week between Sydney and St. Anne's Bay, calling both going and returning at North Sydney, Breton Cove, Englishtown and North River; and one full round trip each week between Sydney and Bay St. Lawrence, calling at North Sydney, Ingonish, Neil's Harbour and Dingwall; returning calling at Neil's Harbour, Ingonish and North Sydney; and from June 15 to October 15 two full trips each week between Sydney and St. Anne's Bay with calls as above given; and two full round trips each week between Sydney and Neil's Harbour, calling both going and returning at North Sydney and Ingonish, one trip each week to be extended to Bay St. Lawrence, with calls on the outward trip at Dingwall and Cape North. The Friday trip to Ingonish and Neil's Harbour is to be extended to Dingwall during July and August.



SESSIONAL PAPER No. 10e

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$6,000, payable in instalments in June, August and October, and on the close of navigation.

*Mails.*—To be carried free.

DISTANCES.

	Miles.
Sydney to North Sydney.. . . . .	5
" Breton Cove.. . . . .	27
" Englishtown.. . . . .	39
" North River.. . . . .	43
" Ingonish.. . . . .	35
" Nell's Harbour.. . . . .	47
" Aspy Bay.. . . . .	59
" Cape North.. . . . .	70
" Bay St. Lawrence.. . . . .	85

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed—Knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
Aspy .	Ft. 113	Ft. 25	Ft. 8.5	99	215	250	250	42	10	Shelburne, N.S.	1910	Wood.

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
*1907.....	110	2,766	1,567	Not stated.	Nil.	\$ 1,500
*1908.....	123	3,863	1,945	183	Nil.	1,500
1909.....	116	2,875	475	Nil.	Nil.	6,500
1910.....	116	2,115	645	80	Nil.	6,500
1911.....	111	2,686	654	30	Nil.	6,500
1912.....	112	2,550	890	160	Nil.	6,500
1913.....	122	2,300	960	95	Nil.	6,000
1914.....	110	1,715	860	45	Nil.	6,000
1915.....	112	1,360	765	130	Nil.	6,000
1916.....	110	{ In 715 Out 795	285 550	45 Nil	Nil Nil	6,000
Total.....		1,510	835	45		

\*The service was performed by the Bras d'Or Steamboat Co., of North Sydney, N.S., during 1907 and 1908.



7 GEORGE V, A. 1917

SYDNEY AND WHYCOCOMAGH.

THE BRAS D'OR STEAMBOAT COMPANY, LTD.

Contract No. 34.

T. & C. File No. 16063.

Vote 207.—Steam service during the season of 1917 between Sydney and Whycocomagh —

1916-17.. . . . .	\$3,000
1917-18.. . . . .	3,000

Contractors.—The Bras d'Or Steamboat Company, Limited, of North Sydney, N.S.

Date of Contract.—March 14, 1916.

Duration of Contract.—From the opening to the close of navigation in 1916.

Service and Ports of Call.—From the opening of navigation to June 15, and from October 15 to close of navigation, two full round trips each week; and from June 30 to September 30, three full round trips each week between Sydney and Whycomagh, calling both going and returning at North Sydney, Big Bras d'Or, New Campbellton, Boularderie, Ross Ferry, Big Harbour, Kempt Head, Baddeck, Washabuck Centre, Nyanza and Little Narrows.

Subsidy.—\$3,000, of which \$1,500 is payable on August 15, and the balance on the completion of the service.

Government Wharves.—Steamer must call whenever possible.

Mails.—To be carried free.

DISTANCES.

	Miles.
Sydney to North Sydney.. . . . .	5
North Sidney to Big Bras d'Or.. . . . .	20
Big Bras d'Or to New Campbellton.. . . . .	2
New Campbellton to Boularderie Centre.. . . . .	7
Boularderie Centre to Ross Ferry.. . . . .	7
Ross Ferry to Big Harbour.. . . . .	2
Big Harbour to Kempt Head.. . . . .	6
Kempt Head to Baddeck.. . . . .	5
Baddeck to Washabuck.. . . . .	5
Washabuck to Nyanza.. . . . .	6
Nyanza to Little Narrows.. . . . .	10
Little Narrows to Whycomagh . . . . .	7
Total.. . . . .	82

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			Passenger Accommodation.	N. H. P.	Speed.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.				At	In	Of
	Ft.	Ft.	Ft.									
Marion	150	26.5	8	269	478	100	400	49	12	New York, U.S.A.	1876	Wood



SESSIONAL PAPER No. 10e

## TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	Tons of Freight Carried.	Live Stock.	Mails.	Subsidy Paid.
						\$ cts.
1907 . . . . .	83	4,032	1,241	Not stated.	Nil.	1,000 00
1908 . . . . .	82	4,007	1,242	2,860	Nil.	1,000 00
1909 . . . . .	85	4,496	1,437	3,102	Nil.	2,000 00
1910 . . . . .	88	6,049	1,403	4,226	Nil.	3,000 00
1911 . . . . .	78	6,051	1,690	4,738	Nil.	3,000 00
1912 . . . . .	84	5,919	1,820	4,693	Nil.	3,000 00
1913 . . . . .	89	6,404	1,607	5,343	Nil.	3,000 00
1914 . . . . .	78	5,879	1,554	5,458	Nil.	3,000 00
1915 . . . . .	80	5,773	1,556	4,081		3,000 00
1916 . . . . .	81	In 3,103 Out 3,552	884 910	3,374 257	Nil.	3,000 00
	Total	6,655	1,794	3,631		

## SYDNEY AND THE EAST COAST OF CAPE BRETON.

## THE MERCHANTS' TRANSPORTATION COMPANY.

Contract No. 68.

T. &amp; C. File No. 16019.

*Vote 208.—Steam service from Sydney, N.S., around the East Coast of Cape Breton to Hastings, and return to Sydney via the Bras d'Or Lakes—*

1916-17 . . . . .	\$5,500
1917-18 . . . . .	5,500

*Contractors.*—The Merchants' Transportation Company, of Sydney, N.S.

*Date of Contract.*—February 15, 1916.

*Duration of Contract.*—From the opening to the close of navigation, 1916.

*Service and Ports of Call.*—Sailing every seven days from Sydney, N.S., over the following routes alternately:—

(a) Sydney, North Sydney, Port Morien, Main-a-dieu, Louisburg, Gabarus, L'Ardoise, Petit de Grat, Arichat, West Arichat, Mulgrave and Hawkesbury, and returning thence to Sydney, calling at Grandique, Poulamond, St. Peter's, Johnston's Harbour, Irish Cove, Big Pond, North Side East Bay, South Side East Bay, Castle Bay, Grand Narrows and North Sydney.

*Government Wharves.*—Steamer must call whenever possible.

*Subsidy.*—\$5,500, of which \$2,750 is payable on August 1, and the balance on the close of navigation.

*Mails.*—To be carried free.



7 GEORGE V, A. 1917

DISTANCES.

	Miles.
Sydney to North Sydney.. . . . .	5
North Sydney to Port Morien.. . . . .	27
Port Morien to Main-a-dieu.. . . . .	14
Main-a-dieu to Louisburg.. . . . .	15
Louisburg to Gabarus.. . . . .	13
Gabarus to L'Ardoise.. . . . .	45
L'Ardoise to Petit de Grat.. . . . .	13
Petit de Grat to Arichat.. . . . .	7
Arichat to Mulgrave.. . . . .	20
Mulgrave to Hawkesbury.. . . . .	2
Hawkesbury to Hastings.. . . . .	3
Hastings to Grandique.. . . . .	20
Grandique to Poulamond.. . . . .	3
Poulamond to St. Peter's.. . . . .	19
St. Peter's to Johnston's Harbour.. . . . .	8
Johnston's Harbour to Irish Cove.. . . . .	19
Irish Cove to Big Pond . . . . .	8
Big Pond to North Side East Bay.. . . . .	7
North Side East Bay to South Side East Bay.. . . . .	7
South Side East Bay to Castle Bay.. . . . .	25
Castle Bay to Sydney.. . . . .	66
Total.. . . . .	328

DESCRIPTION OF VESSEL EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMO- DATION.			N. H. P.	Speed.	BUILD.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.			At	In	Of
	Ft.	Ft.	Ft.											
Weymouth..	102.7	19	7.6	106	154	100	100	Nil.	Nil.	26	9 Knots	Weymouth.	1890	Wood

TRAFFIC RETURNS.

Calendar Year.	No. of Round Trips Run.	No. of Passengers Carried.	TONS OF FREIGHT CARRIED.		Live Stock.	MAILS.		Subsidy Paid.
			Weight.	Measure- ment.		Lock Bags.	Tied Sacks.	
1911.....	22	128	90	225	5	Nil.	Nil.	\$5,000
1912.....	32	217	730	Nil.	20	Nil.	Nil.	4,000
1913.....	35½	205	850	Nil.	Nil.	Nil.	Nil.	5,500
1914 ...	33	40	1,125	Nil.	Nil.	Nil.	Nil.	5,500
1915.....	32	25	975	Nil.	10	Nil.	Nil.	5,500
1916.....	34	{In..... 5 Out. ... 30	125 920	Nil. Nil.	Nil. Nil.	Nil. Nil.	Nil. Nil. }	5,500
Total...		35	1,045	Nil.	Nil.			



SESSIONAL PAPER No. 10e

SUPERVISION OF SUBSIDIZED STEAMSHIP SERVICES.

Vote 209.—*Expenses in connection with the supervision of subsidized steamship services—*

1916-17.. . . .	\$3,000
1917-18.. . . .	3,000

By Order in Council of April 10, 1912, Mr. W. E. Tupper, of Digby, N.S., was appointed Supervising Officer of Subsidized Steamship Services. His salary is \$2,000 per annum, and he is allowed the usual travelling and other contingent expenses. In December, 1916, Mr. Tupper enlisted for active service Overseas.

AUTHORIZED BY STATUTE.  
(1-2 Geo. V., Chap. 25.)

CANADA, CHINA AND JAPAN.  
CANADIAN PACIFIC RAILWAY Co.

Contract No. 39.  
T. & C. File No. 16139.

1916-17.. . . .	\$121,666 66
1917-18.. . . .	121,666 66

(See page 40)

AUTHORIZED BY STATUTE.  
(8-9 Edward VII, Chapter 36.)

CANADA AND FRANCE.  
H. AND A. ALLAN.

Contract No. 32.  
T. & C. File 14373.

1916-17.. . . .	\$200,000
1917-18.. . . .	200,000

*Contractors.*—H. and A. Allan, of Montreal, Que.  
*Date of Contract.*—February 9, 1912.

*Duration of Contract.*—From the opening of navigation, 1912, to the opening of navigation, 1917.

*Service.*—Not less than fifteen round voyages, or more than thirty round voyages, yearly between Canada and France, with not less than three of the following steamships: *Scotian, Ionian, Lake Erie, Corinthian, Sicilian, Pomeranian* and *Sardinian*.

The *Pomeranian* and *Sardinian* shall only be employed in the service upon obtaining the approval of the minister therefor, and then only during the season of closed navigation in the St. Lawrence river.



7 GEORGE V, A. 1917

Not less than three of the above steamships are to be employed, each of which shall not be less than 3,000 tons gross, with a carrying capacity of 4,500 tons for freight, and with such cold storage accommodation as the minister may require.

From May to November, inclusive, in each year, there shall be run not less than two full round voyages each month, and during the remaining months of December to April, inclusive, the remaining voyages shall be performed.

*Ports of Call.*—Terminal ports in Canada:—

During the season of St. Lawrence navigation, Montreal or Quebec.

During the season of closed navigation on the St. Lawrence, Halifax or St. John, at contractor's option, subject to the approval of the minister.

Ports of call in France, upon each eastbound or westbound trip: Cherbourg or Havre, or both, at the option of the contractors. Each eastbound trip may be extended, at the option of the contractors, to a port or ports in Great Britain; provided that the first port of call after leaving Canada shall be a port in France, and that the last port of departure for Canada shall also be a port in France.

*Speed Required.*—A minimum of 10 knots. The average speed of all the steamships engaged in the service in any one year shall not be less than  $12\frac{1}{2}$  knots. And at the conclusion of each year's service, if the said average speed has not been attained there shall be a pro rata deduction in the total subsidy for the year otherwise payable of \$555.55 per knot for each knot (and so in proportion for each fraction of a knot) less than  $12\frac{1}{2}$  knots, such deduction to apply to each voyage of the steamships engaged in the service.

*Subsidy.*—\$5,555.55 for each round voyage completed at an average speed of 10 knots, and \$555.55 extra for each knot exceeding 10 knots; provided that the total amount of subsidy claimed or paid for each year's service shall not exceed \$200,000.

Subsidy is payable quarterly, in July, October, January and April.

The average speed of all the steamships engaged in the service in any one year shall not be less than  $12\frac{1}{2}$  knots; and at the conclusion of each year's service, if the said average speed has not been attained, there shall be a pro rata deduction in the total subsidy for the year otherwise payable of \$555.55 per knot for each knot (and so in proportion for each fraction of a knot) less than said average speed of  $12\frac{1}{2}$  knots, such deduction to apply to each voyage of the steamships engaged in the service.

*Freight Rates.*—The rates charged for freight to or from any Canadian port included in this contract shall not exceed the rates charged by regular passenger steamers of the same class to or from New York, Boston or Portland, and the minister may at time revise the rates if he deem it advisable.

No discrimination of any kind shall be made against Canadian merchants or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers.

*Intercolonial Railway Clause.*—Included.

*Canadian Trade Commissioners.*—To be carried free.

*Mails.*—To be carried free.

#### DISTANCES.

	Miles.
Montreal to Quebec.. . . . .	139
Quebec to Paris.. . . . .	2,811
St. John to Halifax.. . . . .	292
Halifax to Havre.. . . . .	2,705
Havre to London.. . . . .	200



SESSIONAL PAPER No. 10e

## DESCRIPTION OF VESSELS EMPLOYED.

Name.	DIMENSIONS.			TONNAGE.			PASSENGER ACCOMMODA- TION.			Refrigerator Space.  Cu.ft	N. H. P.	Speed, knots.	BUILT.		
	Length.	Breadth.	Depth.	Net.	Gross.	Capacity.	1st Class.	2nd Class.	3rd Class.				At	In	Of
	Ft.	Ft.	Ft.												
Corinthian..	430	54.2	28.2	4,046	6,270	5,146	32	170	800	12,732	447	12	Belfast....	1900	Steel.
Sicilian ..	430	54.2	28.2	3,963	6,229	5,157	32	170	800	14,966	442	12	Belfast....	1899	Steel.
Sardinian...	400	42.3	34.6	2,788	4,349	4,324	Nil.	147	424	7,500	316	11	Greenock.	1875	Iron.
Pomeranian	381	43.8	33.1	2,700	4,207	3,127	Nil.	120	548	16,211	316	11	Hull....	1882	Iron.
Lake Erie.	446	52.0	35.5	4,846	7,535	4,641	Nil.	126	750	17,287	660	12½	Glasgow..	1900	Steel.
Scotian.....	515.3	59.8	23.8	6,442	10,322	4,856	Nil.	406	1,012	20,715	1,126	15	Belfast. .	1898	Steel.
Ionian. .	470	57.5	37	5,324	8,268	5,142	Nil.	326	1,000	12,610	604	14	Belfast....	1901	Steel.

## TRAFFIC RETURNS.

Calendar Year.	Number of Round Trips run.	Number of Passengers Carried.		Tons of Freight Carried.		Live Stock.	Bags Mails.	Subsidies Paid.
1907.....	20	4,690		24,473		Not stated.	Not stated.	\$111,111 00
		2nd Class.	3rd Class.	Weight.	Meas.			
1908 .	24½	1,056	1,813	19,231	5,534	Nil.	1	\$136,110 98
1909 .	24½	1,116	1,873	14,964	9,888	Nil.	16	136,110 98
1910.....	30½	1,595	2,781	19,565	21,061	Nil.	9	190,832 96
1911	28	1,116	1,873	14,964	9,888	Nil.	15	175,694 60
1912	30	1,791	4,227	18,426	13,153	Nil.	259	203,704 93
1913.....	30	2,150	5,721	15,976	10,867	Nil.	246	202,831 16
1914	17	828	2,812	10,937	8,318	Nil.	401	103,310 91
1915	17½	68	130	3,350	4,462	Nil.	163	101,346 88
1916.....	1	In Nil Out "	Nil. Nil.	Nil 450	Nil. Nil.	Nil. Nil.	Nil. Nil.	6,333 33
	Total..	Nil.	Nil.	450	Nil.	Nil.	Nil.	

## ORIGIN, QUANTITY AND VALUE OF CARGO EXPORTED FROM CANADA.

Calendar Year.	CANADIAN ORIGIN.			UNITED STATES ORIGIN.			TOTAL.		
	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$	Tons weight.	Tons meas't.	Value \$
1912.....	7,779	5,590½	1,144,655	1,863	213½	156,074	9,642	5,804	1,300,729
1913.....	9,241	2,536	1,170,884	498	660	42,155	9,739	3,196	1,213,039
1914.....	6,857	3,874	1,087,449	244	302	146,225	7,101	4,176	1,233,674
1915.....	1,452	183	536,461	2	15	9,862	1,454	198	546,323
1916.....	450	—	58,704	—	—	—	450	—	58,704

## PRINCIPAL ARTICLES EXPORTED.

## FROM ST. JOHN.

*Canadian Origin.*—Peas, meats, and canned salmon.*United States Origin.*—Nil.



7 GEORGE V, A. 1917

## SOME CLAUSES COMMON TO ALL CONTRACTS.

NOTE.—Some of the principal sections common to all contracts, and as such hereinbefore frequently referred to, read as follows:—

*Proof of Performance of Service to be Furnished.*

The contractors shall furnish and establish at their own expense the necessary agents required for the efficient performance of this contract, and shall with diligence as soon after the completion of each voyage as may be, furnish to the Minister full and complete copies of the manifests of the cargoes and lists of passengers carried on each voyage, duly certified by the proper officers of customs, and also such other documents, information and evidence as may be reasonably required by the Minister to show the volume, extent and value of the trade carried on by the said steamers and the full performance of their part of services, requirements and conditions of this contract, in order to enable him to judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with, within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive; and the furnishing of such certificates, documents and evidence as hereinbefore specified shall be a condition, precedent to the payment of the subsidy herein provided for, or any portion thereof, and if in the opinion of the Minister, all the terms of this contract have not been fully complied with by the contractors he may deduct from the subsidy otherwise payable such portion thereof as he may deem fit and proper, taking into consideration all the circumstances connected therewith, and the contractors shall at all times during the continuance of this contract well and faithfully abide by and conform to all such requirements as may be made by the Minister with regard to the said steamers in the performance of this contract.

*Financial Statements.*

It is further understood and agreed that the contractors whenever so required shall furnish the Minister with such financial statement or statements as he may desire from time to time respecting all revenues derived from and all expenditures in connection with the conduct of the service herein provided for.

*British Subjects.*

It is further understood and agreed by the contractors, that two-thirds of the total number of officers, engineers, stewards, crew or other employees whatsoever upon the steamships engaged in the performance of the service herein contracted for, shall be British subjects, but the non-observance of this clause shall not constitute a violation of this contract, in such individual cases as may from time to time be approved by the Minister in writing.

*Equipment of Steamers.*

The steamers to be employed as herein specified, shall at all times during the continuance of this contract be fully seaworthy, well-officered, manned, victualled, equipped, provided and furnished, having regard to the service which the contractors have hereby undertaken to perform; and shall have ample and suitable accommodation for the passengers, mails and freight to be carried over the route specified; and shall at all times, carry boats and life-saving appliances in compliance with the law, and shall be in all respects subject to the approval of the Minister.



SESSIONAL PAPER No. 10e

*Carriage of Mails.*

The contractors shall during the performance of this contract, convey on each and every trip of the steamers performing the aforementioned services, both on outward and homeward voyages, all such mails as shall be tendered to the proper officers or persons in that behalf on the said steamers by or on behalf or under the direction of the postal authorities of Canada, or those at the terminal port or ports of call herein referred to, and shall deliver all such mails at their proper destination at the terminal port or ports of call above referred to; and the expenses of carrying such mails from the post offices or railway stations to the steamers and from the steamers to the post offices or railway stations at the terminal ports and at the ports of call shall be borne by the contractors, who will be subject to all general and special regulations now or hereafter existing during the continuance of this contract in connection with the postal service. For the conveyance of all such mails no payment shall be made or required over or beyond the amount of subsidy herein mentioned or provided for.

*Accommodation for Mails.*

The said steamers shall be provided with sufficient and convenient accommodation and protection for all such mails, to the satisfaction of the Honourable the Postmaster General of Canada for the time being, and the contractor shall further take all reasonable and necessary precautions for the protection of such mails, while upon the said steamers or while in the contractor's charge or custody, from loss, damage or injury, in any way, and the contractors shall be responsible for any loss or damage thereto caused by negligence or want of proper care or accommodation on the part of the contractors, their agents or servants or on the part of the officers, employees or crew on board the said steamers, and this without regard to any question, as to the legal liability of the Postmaster General to the owners of the articles of mail matter contained in such mails for damage or loss sustained in transit.

*Definition of term "Mails."*

The expression "mails" for the purpose of this contract shall be deemed to mean and include all boxes, bags, baskets or packets of or containing letters, post cards, newspapers, parcels, books, or printed papers, and all other articles which under the Post Office Act and postal regulations for the time being in force are transmissible by post in Canada, without regard to place either of origin or destination, and also all empty bags, empty boxes and other receptacles, stores and articles used or to be used in carrying on the post office service, or which shall ordinarily be sent by or to or from the offices.

*No Letters except H. M. Mails to be Carried.*

The contractors shall not, nor shall any of their agents or servants, or officers or crews of the said steamers receive or permit to be received on board of the said steamers any letters for conveyance other than those contained in His Majesty's mails, or which are or may be privileged by law, nor the mails of any other country, except such as are specified by the Postmaster General of Canada for the time being.

*Government officials to be carried free of Charge.*

The Honourable the Postmaster General of Canada, or the Honourable the Minister of Trade and Commerce for the time being, or any inspector or officer of the Post Office Department or the Department of Trade and Commerce, who may in the execution of his duty travel in the said steamers, shall be carried free of charge.



7 GEORGE V, A. 1917

*Proper accounts to be Kept.*

The contractors shall keep full and proper accounts of and in connection with the working of this service, and shall keep such accounts separate and distinct from any other accounts of or connected with other branches of their business; and in any contingency which, in the opinion of the minister, may render such a course necessary, the contractors shall allow any officer or officers named by the minister free access to such accounts and all books, papers and documents connected therewith.

*Substitute for Disabled Steamers.*

It is understood that if the said steamer shall be by peril of the sea or other unavoidable casualty, lost, destroyed or temporarily disabled from performing the voyages herein agreed to be performed according to the true intent and meaning of these presents, the contractors may in such case as soon as reasonably may be, having regard to the circumstances, replace the said steamer by another of equal class, speed, equipment, character and capacity to the satisfaction and approval of the minister in case the said steamer has been only temporarily disabled, and continue the service herein contracted for with such substituted or repaired steamer with as little delay as possible under all circumstances.

*Freight and Passenger Tariffs—Proof of Performance of Service to be Furnished.*

The contractors shall carry on each steamer running under this contract, according to its capacity, on all voyages, all the freight and passengers which may be reasonably offered or obtained, and at tariff rates, both as to passengers and freight, which may be from time to time approved by the minister; and the contractors shall furnish to the minister such documents, information and evidence as may be required by the minister, to show the volume, extent and value of the trade carried on by the said steamer, and such customs certificates, documents and evidence as may be necessary or as may be required by the minister to prove the performance of the service herein contracted for, and to enable the minister to judge as to whether this contract is being carefully and faithfully carried out and performed and the furnishing of such certificates, documents, information and evidence, as hereinbefore specified, shall be a condition precedent to the payment of the subsidy herein provided for or any portion thereof.

*Deductions from Subsidy—Time-tables to be furnished—Docking Disabled Steamers.*

Provided, however, that it is the true intent and meaning of these presents that no amount or instalment of subsidy shall be payable or be paid at any time, unless it appears to the satisfaction of the Minister that up to the time of such instalment becoming due, as herein stipulated, the service herein described and defined has been fully and faithfully performed, and that all provisions and stipulations as to freight and freight rates and dates of sailing have been in all respects faithfully observed and carried out, according to the true intent and meaning of these presents; and it is understood and agreed to be a further condition of these presents that the contractor's shall at least two weeks prior to the first sailing under this contract furnish to the Minister time-tables showing the proposed sailings, and upon the same being approved by the Minister, they shall be duly advertised in such manner as he may direct; and it is also agreed that in case either of the steamers herein named, or a substituted steamer sanctioned by the Minister, does not sail from a terminal port as herein specified within                      of the date fixed by such time-tables, there shall be deducted from



## SESSIONAL PAPER No. 10e

the amount of subsidy payable for such voyage a sum equal to one-tenth of the amount otherwise payable for the performance of such voyage, and so in proportion for further delays or failure to sail from such terminal port. Provided, however, that the Minister may authorize any vessel to sail either at an earlier or a later date than that specified in such time-tables should he for any reason deem it advisable to do so; it being understood and agreed that, in the event of any of the said steamers being at any time so disabled as to be obliged to be docked for repairs, the failure to perform the terms of this contract owing to such accident and for the time reasonably occupied in the repair of the damaged steamer, shall not be taken as a default or breach of the stipulations of this contract, or subject the contractors to deductions as above from the amount of the subsidy, if any, payable for any voyage delayed in consequence of such docking for repairs, but there shall be no claim for nor payment of any subsidy in respect of any voyage not actually performed.

*Freight and Passenger Rates to be Approved by the Minister.*

(Inserted in contracts for ocean services only.)

The contractors shall at least three weeks prior to the first sailing under this contract, furnish to the Minister a schedule of the freight rates proposed which schedule shall be subject to the approval of the Minister, and after being approved by him shall not be changed except with his consent; and the Minister may at any time, if he deem it advisable, fix the maximum rates to be charged between the different ports, on both east and westbound trips, on any article or class of goods, and the contractors shall carry between the ports hereinbefore named, on all voyages of the said steamships employed under the terms of this contract, all passengers or freight that may be offered or that can reasonably be procured, at rates which shall not be in excess of such maximum rates as fixed by the Minister, should he deem it advisable to so fix such maximum rates, and in no case shall any discrimination be made as regards rates, or otherwise, directly or indirectly, against Canadian merchants, or shippers, who shall always have precedence for their freight and goods over all other merchants and shippers; and it is agreed and understood that the freight rates on eastbound trips, sailing from                    or                    as hereinbefore provided, on through bills of lading                    from any place in the provinces of Ontario and Quebec, or from any Canadian points farther west, shall in no case be greater than from the same place to                    via any United States route or port; and on westbound trips the rates from                    to any place in Ontario or Quebec, or other Canadian points farther west, shall be as favourable as via any United States route or port to the same place; and it is further understood and agreed that the said steamers shall not carry between the ports of                    or                    and                    aforesaid, on any voyage run under the terms of this contract, either deals or lumber or timber to a greater extent than fifty per cent of the total quantity of the cargo carried on such voyage and such quantity only in case other Canadian products are not offering or cannot be obtained. Provided, however, that in the event of other cargo not being obtainable, satisfactory evidence of the fact being furnished to the Minister, then the contractors shall be allowed to make up the balance of the cargo with deals, boards or timber.

*Publicity of Tariff Charges.*

The freight and passenger rates charged by the contractors over said route may at any time be required to be approved of by the Minister, whose decision shall be final, and the said freight and passenger rates shall be made available at all times to the public at the head office and the agencies of the contractors.

*Calls at Foreign Ports.*

The steamer employed in carrying out the provisions of this contract shall not on any of its trips call at any foreign port not specified in this contract.



7 GEORGE V, A. 1917

*Carrying of nitro-glycerine or dangerous articles.*

The contractor shall not convey or permit to be conveyed in any steamer while employed in this service any nitro-glycerine or any other article which in the opinion of the Minister shall be considered dangerous.

*Subsidy subject to vote of Canadian Parliament.*

It is conditioned, declared and agreed that the payment of subsidy, as hereinbefore stipulated, is subject to the amount specified being provided for the purpose by a vote of the parliament of Canada, and that if no amount is voted for the purpose, or if any amount voted has become exhausted in payment thereof, and no further sum is voted for the purpose, this contract or agreement shall terminate and become void and of no effect, and the party of the first part shall not in consequence be held liable to damage.

*Minister's right to Terminate Contract.*

It is declared to be the true intent and meaning of these presents, that the Minister shall have the right at any time during the continuance of this contract, upon 30 days' notice in writing to the contractors, their successors or assigns, to terminate this contract, and every matter and thing herein contained, if it shall appear to the Minister that there has been any breach on that part of the contractors, their successors or assigns, of any of the covenants, agreements, stipulations or provisions herein contained and entered into on the part of the contractors; and it is declared and agreed that the Minister shall at all times be the sole and final judge as to whether there has been any such breach, and his decision shall be absolute, final and conclusive.

*Assignment of Contract.*

This contract shall not, nor shall any right or interest therein be assigned without the consent in writing of the Minister to such assignment having been first obtained.

*Canadian Members of Parliament not Admitted to Share in Contract.*

It is a condition of these presents that no member of the House of Commons of Canada shall be admitted to any share or part of this contract or agreement nor to any benefit to arise therefrom.

*Changes in Contract.*

The minister may authorize any change or changes in the terms of this contract as may not be inconsistent with the vote providing for the payment of the subsidy.

*Minister to be final judge as to full carrying out of contract.*

The minister shall at all times be the judge as to whether the terms of this contract have been or are being fully and faithfully carried out and complied with within the true intent and meaning thereof, and his decision in that respect shall be binding, final and conclusive.



SESSIONAL PAPER No. 10e

*Transportation of Trade Commissioners.*

(Inserted in contracts for ocean services.)

The Canadian Trade Commissioners and their wives, children and servants, or Canadian Commercial Agents, shall be granted free transportation, meals included, with first-class accommodation and free transportation for their household effects, upon any steamships employed by the contractors in the performance of this contract when requested so to do by the Minister, and when the said Commissioner or Commercial Agent is travelling upon his official duties or being transferred from one official post to another.

*Intercolonial Railway Clause.*

(Inserted in contracts for Atlantic ocean services.)

It is hereby agreed by the contractors that as the aid herein expressed and provided for by the Canadian Government is for the express purpose of encouraging the development of Canadian trade and the transportation of Canadian goods through Canadian channels the Company accepts the aid on these conditions, and agrees that all freight booked or carried by the said steamships from a port in the United Kingdom and during the time these make Halifax or St. John their terminal port, shall, when not otherwise expressly routed by shippers or consignees, be delivered to the Intercolonial Railway at Halifax or St. John for shipment to final destination in Canada, provided that the rates demanded by the Intercolonial Railway shall not be in excess of the rates charged by any other railway company from said ports to final destination in Canada.

(a) Contractors are to hand over to the Intercolonial Railway at Halifax passengers for points in the Maritime Provinces or the Province of Quebec, providing the route of such passengers is controlled by the contractors and that they are not otherwise routed. It is further agreed that the contractors through their agents in Canada shall see that they have all such freight for export as may be secured by them for a port in the United Kingdom at which the subsidized line may call delivered to the Intercolonial Railway at Montreal.

*Calls at Government Wharves.*

(Inserted in contracts for local services.)

In consideration of the subsidy herein stipulated the contractors agree to call at all Government wharves when such is practicable and when such wharves are available.

*Handling of perishable products.*

(Inserted in contracts for Atlantic ocean services.)

The handling, loading, stowing and unloading of any fruit or perishable products carried by the said vessels shall be subject to and under the supervision of any cargo inspector or other officer appointed for that purpose, should the Minister of Agriculture for Canada deem it advisable.







## INDEX TO SERVICES.

	PAGE
Annapolis and London and Hull, Eng., or both.. . . .	5
Baddeck and Iona.. . . .	55
Canada and Australia or New Zealand (on the Pacific ocean).. . . .	37
Canadian Atlantic ports and Australia and New Zealand.. . . .	6
Canada and Cuba.. . . .	12
Canada, China and Japan.. . . .	40, 119
Canada and France.. . . .	119
Canada and Great Britain (mail service).. . . .	8
Canada and Newfoundland.. . . .	13
Canada and South Africa.. . . .	19
Canada, The West Indies and South America.. . . .	15
Charlottetown, Victoria and Holliday's Wharf.. . . .	56
Froude's Point and Lockeport, N.S.. . . .	57
Gaspé Basin and Dalhousie or Campbellton.. . . .	58
Grand Manan and Mainland.. . . .	60
Halifax, Canso, and Guysboro.. . . .	61
Halifax and La Have River ports.. . . .	65
Halifax and Newfoundland, <i>via</i> Cape Breton ports.. . . .	63
Halifax, St. John's, Newfoundland, and Liverpool.. . . .	21
Halifax and Sherbrooke.. . . .	71
Halifax and Spry Bay.. . . .	66
Halifax, South Cape Breton and Bras d'Or Lake ports.. . . .	68
Halifax and West Coast Cape Breton.. . . .	70
Kenora and Fort Frances.. . . .	72
Mainland and Magdalen Islands.. . . .	73
Montreal, Quebec and Manchester.. . . .	24
Mulgrave and Canso.. . . .	75
Mulgrave and Guysboro'.. . . .	76
Newcastle, Neguac and Escuminac; Miramichi River and Miramichi Bay.. . . .	78
Pelee Island and Mainland.. . . .	79
Petit De Grat and I. C. R. terminus at Mulgrave.. . . .	82
Petitcodiac River, Moncton and ports in the County of Cumberland, N.S.. . . .	83
Pictou, Montague, Murray Harbour and Georgetown.. . . .	84
Pictou, Mulgrave and Cheticamp.. . . .	87
Pictou, New Glasgow and Antigonish County ports.. . . .	86
Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain.. . . .	89
Prince Rupert and Queen Charlotte Islands.. . . .	42
Prince Edward Island, Cape Breton and Newfoundland.. . . .	90
Quebec and Harrington.. . . .	92
Quebec and Gaspé Basin.. . . .	94
Quebec and North Shore of the Isle of Orleans.. . . .	96
Rivière du Loup, Tadousac and other North Shore ports.. . . .	97
Rivière du Loup, Tadousac and other St. Lawrence ports (winter service).. . . .	99
St. Catherine's Bay and Tadousac.. . . .	100
St. John and Bridgetown.. . . .	104
St. John and Digby.. . . .	105
St. John, Digby, Annapolis and Granville.. . . .	107
St. John, Dublin and Belfast.. . . .	26
St. John and Glasgow.. . . .	28
St. John, Halifax and London (winter service, Canadian Pacific Railway Company).. . . .	30
St. John, Halifax and London (Furness, Withy Co.).. . . .	32
St. John, Halifax and Manchester.. . . .	24
St. John and Bay of Fundy and Minas Basin ports.. . . .	108
St. John and ports in Cumberland Basin.. . . .	101
St. John and St. Andrews.. . . .	103
St. John, Westport and Yarmouth and other way ports (Insular S.S. Co.).. . . .	110
St. John, Westport and Yarmouth and other way ports (H. Cann & Son, Ltd.).. . . .	111
St. Stephen, N.B., St. Croix River points, Deer Island, Campobello, etc.. . . .	112
Sydney and Bay St. Lawrence.. . . .	114
Sydney and the East Coast of Cape Breton.. . . .	117
Sydney and Whycocomagh.. . . .	116
Vancouver and Northern British Columbia ports.. . . .	49
Victoria and San Francisco.. . . .	44
Victoria, Vancouver and Skagway.. . . .	45
Victoria and West Coast Vancouver Island.. . . .	47
Supervision of subsidized steamship services.. . . .	119



## INDEX TO PERSONS OR COMPANIES SUBSIDIZED.

	PAGE
Allan, H. & A. (French service) . . . . .	119
Baddeck SS. Co., Ltd. . . . .	55
Bay of Fundy and Minas Basin SS. Co. . . . .	108
Bras d'Or Steamship Co. . . . .	116
Bridgetown Steamship Co. . . . .	104
Canada Steamship Lines, Ltd. . . . .	92
Canadian Pacific Railway (Canada, China and Japan) . . . . .	40, 119
"    "    "    (St. John and Digby) . . . . .	105
"    "    Ocean Services, Ltd. (British Mail Service) . . . . .	8
"    "    Railway (St. John, Halifax and London) . . . . .	30
"    "    "    (Victoria, Vancouver and Skagway) . . . . .	45
"    "    "    (Victoria and West Coast Vancouver Island) . . . . .	47
Cann & Son, Hugh (Mulgrave and Canso) . . . . .	75
"    "    "    (Mulgrave and Guysboro') . . . . .	76
"    "    "    (St. John and Westport) . . . . .	111
Deer Island and Campobello SS. Co. . . . .	112
Dominion Atlantic Railway Co. . . . .	105
Donaldson Line . . . . .	28
Elder-Dempster & Co. (Cuban service) . . . . .	12
"    "    (South African service) . . . . .	19
Evans, Henry M. . . . .	58
Farquhar & Co., J. A. (Halifax and Newfoundland <i>via</i> Cape Breton) . . . . .	63
"    "    "    (Prince Edward Island, Cape Breton and Newfoundland) . . . . .	90
Furness, Withy Co. (Liverpool service) . . . . .	21
"    "    (London service) . . . . .	32
"    "    (Manchester service) . . . . .	24
Gaspé and Baie des Chaleurs SS. Co. . . . .	94
Grand Manan Steamboat Co. . . . .	60
Halifax and Canso SS. Co. . . . .	61
Halifax and Glace Bay SS. Co. . . . .	68
Halifax and Inverness SS. Co. . . . .	70
Halifax and LaHave Steam Packet Co. . . . .	65
Halifax and Sheet Harbour SS. Co. . . . .	66
Harbinger SS. Co. . . . .	101
Island Tug Co. . . . .	56
Insular SS. Co. . . . .	110
Leslie, William G. . . . .	82
Lockeport, N.S., Town of . . . . .	57
McDonald, Alex. J. . . . .	86
Magdalen Islands SS. Co. . . . .	73
Manchester Liners, Ltd. (Canada and Manchester) . . . . .	24
Maritime SS. Co. . . . .	103
McDougal, Roderick . . . . .	87
Merchants' Transportation Co. . . . .	117
Miramichi Steam Navigation Co., Ltd. . . . .	78
Murdoch, W. J. . . . .	71
New Zealand Shipping Co. . . . .	6
North Shore SS. Co. . . . .	114
Pacific Coast SS. Co. . . . .	44
Quebec and Lévis Ferry Co. . . . .	96, 97, 99
Rainy River Navigation Co. . . . .	72
Reid-Newfoundland Co., Ltd. . . . .	13
Richmond Steamship Co. . . . .	89
Royal Mail Steam Packet Co. . . . .	15
Shepody Navigation Co., Ltd. . . . .	83
Three Rivers Steamship Co. . . . .	84
Tremblay, Joseph, Alexis . . . . .	100
Ulster Steamship Co., Ltd. . . . .	26
Union SS. Co. of British Columbia . . . . .	42, 49
Union SS. Co. of New Zealand . . . . .	37
United Fruit Companies of Nova Scotia, Ltd. . . . .	5
Valley SS. Co., Ltd. . . . .	107
Windsor and Pelee Island Steamship Co., Ltd. . . . .	79



## INDEX TO NAMES OF VESSELS EMPLOYED.

	PAGE
Agwinde.. . . .	73
Alexandra.. . . .	79
Alvin, S.. . . .	86
Amelia.. . . .	74
Araluen.. . . .	7
Aspy.. . . .	115
Athenia.. . . .	29
Bendu.. . . .	20
Bengore Head.. . . .	27
Benguela.. . . .	20
Blue Hill.. . . .	55
Booral.. . . .	7
Bornu.. . . .	13
Bray Head.. . . .	27
Brunswick.. . . .	109
Camosun.. . . .	43, 50
Caraquet.. . . .	17
Cascapedia.. . . .	93
Chaleur.. . . .	17
Chaudière.. . . .	17
Chelohsin.. . . .	50
Chignecto.. . . .	17
Connors Bros.. . . .	103
Coquitlam.. . . .	50
Corinthian.. . . .	121
Corsican.. . . .	10
Cowichan.. . . .	50
Cranley.. . . .	29
D. D. Mann.. . . .	58
Dongarra.. . . .	7
Durango.. . . .	22
Dufferin.. . . .	72
Elaine.. . . .	59
Empress of Asia.. . . .	41
Empress of Japan.. . . .	41
Empress of Russia.. . . .	41
Enterprise.. . . .	85
Gaspesien.. . . .	95
Governor.. . . .	44
Graciana.. . . .	22
Grampian.. . . .	10
Grand Manan.. . . .	61
Granville.. . . .	107
Ha! Ha!.. . . .	101
Harbinger.. . . .	102
Harland.. . . .	57
Inishowen Head.. . . .	27
Ionian.. . . .	121
John L. Cann.. . . .	112
Kaduna.. . . .	20
Kaikoura.. . . .	7
Kanawha.. . . .	33
Karamea.. . . .	7
Kastalia.. . . .	29
Keenora.. . . .	73
Kinburn.. . . .	20
Kwarra.. . . .	14
Kyle.. . . .	66
LaHave.. . . .	121
Lake Erie.. . . .	31
Lake Michigan.. . . .	29
Lakonia.. . . .	93
Laurentian.. . . .	82
Magdalen.. . . .	



7 GEORGE V, A. 1917

INDEX TO NAMES OF VESSELS EMPLOYED *(Continued)*

	PAGE
Makura.. . . .	38
Malcolm Cann.. . . .	77
Manchester Citizen.. . . .	25
“ Corporation.. . . .	25
“ Exchange.. . . .	25
“ Importer.. . . .	25
“ Inventor.. . . .	25
“ Mariner.. . . .	25
“ Merchant.. . . .	25
“ Shipper.. . . .	25
Margaret.. . . .	67
Margaretville.. . . .	109
Marion.. . . .	116
Meigle.. . . .	14
Melville.. . . .	20
Messina.. . . .	33
Metagama.. . . .	10
Missanabie.. . . .	10
Monteagle.. . . .	41
Montezuma.. . . .	31
Montfort.. . . .	31
Montreal.. . . .	31
Mount Royal.. . . .	31
Mount Temple.. . . .	31
Newquay.. . . .	20
Niagara.. . . .	38
North.. . . .	97
Ormidale.. . . .	29
Orthia.. . . .	29
Pakeha.. . . .	7
Parattah.. . . .	7
Parthenia.. . . .	29
Pelee.. . . .	80
Percesien.. . . .	95
Pilot.. . . .	98, 100
Polaria.. . . .	29
Pomeranian.. . . .	121
President.. . . .	44
Pretorian.. . . .	10
Prince Albert.. . . .	43
Prince John.. . . .	43, 50
Princess Alice.. . . .	46
Princess Charlotte.. . . .	46
Princess May.. . . .	46
Princess Sophia.. . . .	46
Queen.. . . .	98, 100
Ramore Head.. . . .	27
Rappahannock.. . . .	33
Richmond.. . . .	89
Robert G. Cann.. . . .	76
Ruby L.. . . .	109
Sable Island.. . . .	91
Sachem.. . . .	33
Sagona.. . . .	14
Sardinian.. . . .	121
Scandinavian.. . . .	10
Scotia.. . . .	62
Scotian.. . . .	10, 121
Scotsburn.. . . .	69
Seal.. . . .	64
Shenandoah.. . . .	33
Sicilian.. . . .	121
Sokoto.. . . .	13
Strathlorne.. . . .	70
Tabasco.. . . .	22
Tees.. . . .	48
Torr Head.. . . .	27
Valinda.. . . .	105



SESSIONAL PAPER No. 10e

INDEX TO NAMES OF VESSELS EMPLOYED—*Concluded.*

	PAGE
Venture.. . . . .	43, 50
Viking.. . . . .	113
Whakatane.. . . . .	7
Waimate.. . . . .	7
Westport III.. . . . .	111
Weymouth.. . . . .	118
Whakatane.. . . . .	7
Wilfrid C.. . . . .	84
Yarmouth.. . . . .	106











